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Classic Motor Cars Ltd (CMC) was founded to look after all things motoring and, 26 years and several international awards later, it is still doing just that, from full nut and bolt restorations to engine rebuilds, general maintenance, servicing, trim, parts, paintwork and sales.

What's not quite so well publicised is that as well as classics, we also look after all the modern models, and with fixed priced servicing, very competitive hourly rates and free collection, we think our offering is hugely attractive. Why not give us a call to discuss your requirements, we'll be delighted to hear from you.

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Readers of Classic Motoring are invited to join the CMC club which will immediately give them 12.5% of the company's hourly rate wfor servicing and restoration and 5% off stock parts. Visit: www.classic-motor-cars.co.uk/cmc-club to sign up, it's absolutely **FREE**.



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Classic News

Classic Motoring rounds up all the latest news, views and gossip



TWENTY IN 2020 IS PLENTY!

Affordable classic market will flourish predicts trade

High end Classics are high end losers according to a seasonal report by Hagerty International, a major player in classic car market analysis and the valuation of classic cars. Looking back in what it regarded as a turbulent year, vehicles costing more than £150,000 suffered the most as buyers kept their hands on their money until the political climate changed – and it's interesting to note that shoots of optimism are returning already.

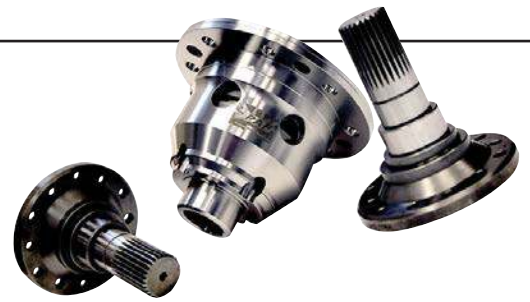
Once blue chip classics, such as some Astons, Jaguars, Ferraris and Porsches, have seen their residual dip significantly. "Some buyers, especially those in the speculation business, have realised that making money on classic cars isn't as simple as buying a certain make and model, and a lot of them seem to have left the building", remarks Hagerty who adds, "This is a trend that has been replicated across the auctions: 2019 was the year the quality of cars consigned improved, reserve prices became (mostly) more realistic, and the type of cars filling the catalogues changed. In came more modern classics, out

went unexceptional but expensive cars. Mid-market, enthusiast cars are selling well, especially those of a post-1990 vintage. At the top end, things are not as rosy. The very best cars are doing well, as they have done throughout the year. These are the best models from the most prestigious manufacturers with perfect provenance.

"Maybe enthusiasts are looking at the unpredictable economic situation and buying cars that make them happy. Maybe people who were putting their money in more expensive cars are buying cheaper models to lessen their risk.

"Whatever the individual reasons, having a healthier enthusiast sector of the market has to be a good thing, and we believe this will continue into the spring."

One market that looks like thriving in 2020 is the affordable sub £20,000 sector say a number of experts. With growth rate up by a third over the past five years, there's no shortage of cheap classics coming to auction for anybody wanting to join our hobby. (See *How to buy your first classic elsewhere in this issue-ed*)



PASSION AUTO FRANCE

Limited Slip Differential BMW £1050.00

PAF now offers a LSD for the classic BMW E21 3 series (1975-83) and the iconic 2002 models (1966-77). Made for them by specialists 3J Driveline, the precision cutting of the gears eliminates the whining noises typically associated with LSDs. Furthermore, the plate pack, running on a minimum of eight active surfaces, gives max surface/surface area during use. The diff fits all E21 housings (except very early cars) and uses the factory halfshafts. Five different ramp angles are available and preload can be set between 0-150lbs/ft according to preference. passionautofrance.com



LASER TOOLS

Brake Pipe Cutter

£25.00 around

Space really is the final frontier, especially when you're working in a cramped and crowded engine bay. And once there, trying to cut around the whole of the circumference of a brake pipe can be teeth gnashingly difficult when there's no room to work, unless you've got this neat new tool from Laser. The mini brake pipe cutter (7624) has a ratchet mechanism which is self-adjusting – no need to keep tightening – and in a few turns will make a perfect, clean cut.

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lasertools.co.uk



LOOKING FOR A PERFECT PROJECT?

Midget giveaway coming soon in Classic Motoring!

Remember that 70's advert "You can do it in an MG?" Well we're giving one reader a chance to do it to an MG! Next month we're running our annual restoration special and part of this, for the May edition, is giving away this chrome bumper Mk3 Midget project car. Be under no illusions, this is going to be a full on nut and bolt restoration... but the car was complete before its stripdown some 12 years ago. With a V5 etc, it's worth around £750 and mighty Midgets can now be worth more than 10 times this – all will be revealed next month!



THUNDER FROM DOWN UNDER

But will rare four-door Oz Escort RS2000 Mk2 woo Ford fans at auction?

Blimey clobber, a four-door Mk2 RS2000? Yes, we didn't get them but Australia did between 1979 and 1980 and a claimed 800 were made with just 10 imported into the UK. Apart from a simpler rear suspension set up and a slightly detuned engine, to all intents and purposes it's an RS2000 although whether its rarity will have bidders in a tizzy at Race Retro's Silverstone Auctions (22-23 February) remains to be seen. Its estimated £15,000-£18,000 is likely to be beaten although the final selling price is sure to be well below that of a proper two-door alternative.



OUR NEWLY ELECTED KNIGHT FACES BATTLE WITH FATAL FUEL

Sir Greg condemns the new eco E10 brew and cites ever widening ignorance to the needs of classics



Following the election of a new Parliament, the All Party Parliamentary Historic Vehicles Group has re-formed and East Yorkshire MP Sir Greg Knight was re-elected unopposed as Chair.

The Group was founded by Sir Greg back in 1994 to support the interests of historic vehicle owners, promote the use and enjoyment of classic vehicles and to lobby government over new legislation which might affect older cars. Past achievements include successfully lobbying to bring back the historic vehicle 'rollover', which exempts classic cars over 40 years old from paying Vehicle Excise Duty. Speaking after the re-forming of the Group,

Sir Greg Knight commented: "There are many challenges on the horizon and today our Group is needed more than ever to ensure that historic vehicles are never consigned to static displays and museums".

However, Sir Greg's most pressing concern this year is likely to be E10 petrol which he recently and rightly described as 'Fatal' to classic cars and this eco unleaded brew (containing 10 per cent bioethanol) has also been heavily criticised by the likes of the FBHVC (Federation of British Historic Vehicle Clubs), RAC and the AA for its well known incompatibility and downright hostility to old vehicle fuel systems.

PUMP UP THE ACTION

In our Hub section you'll see our feature on making your lock-up look lovelier and part of an up gunned garage has to be a better tool storage set up. How about this as fuel for thought then? Displayed at the recent Autosport International show, these fantastic fuel pumps can be made into either display cabinets or tool drawers. Not cheap at just under £1400 but they get five stars from us...



NEWS IN BRIEF



V8 rolls out this year

Sixty years after its début, the classic Rolls-Royce V8 engine will be phased out this year due to toughening emission laws. Known as the L-Series (410), it has become the longest serving V8 in history and still does sterling service in the current Bentley Mulsanne, which is replaced soon by the new Flying Spur. Classic fans needn't worry because parts supply will remain strong for many years.

Run out Plus 4 a steel

Morgan is marking the end of its traditional metal chassis construction this year with a special commemorative Plus 4 special '70th Anniversary' edition. Only 20 are to be made and despite a price tag exceeding 60 grand, all are spoken for. A modern classic, this run out features a gold coloured chassis with a special numbered plaque.

Fancy a Beech life?

If you'd like to be well and truly involved in classic car life, Beech Hill Garage has a vacancy for a new General Manager to support the MD, working across workshop, parts sales, car sales and vehicle storage department – naturally technical knowledge of classic British sports cars is vital. Salary is £24,570 + bonus after a part-time period. Send your application to william@beechhillgarage.com.



Sole SP52 up for sale

The sole Daimler SP52 is up for sale. Wearing a 1967/8 F-plate this 1963 prototype has a 38,000 mile history verified by former Jag head 'Lofty' England. Contact co-owner Geoff Gammon on 01507 533760 for full details.



MUCH ADO ABOUT MIDGET

Making the Midget coupé MG never got around to, Scottish enthusiast Douglas Anderson is relaunching a 2020 evolution. Called the ADO 35 (Austin Drawing Office) it follows on from period Spridget coupés from the likes of Lenham, Speedwell and Ashley. Prices are dependant upon spec: 01382 731735.



ADVANCED ASTONS

The Aston Workshop has just released dedicated engine and chassis upgrade packages for the DBS and later V8 models. For instance, the Durham-based specialist's 'Evolution 6.0' consists of a special electronic fuel-injected 6-litre V8 kicking out 430bhp, harnessed by a six-speed transmission in either manual and auto guises. Chassis enhancements include special Spax damping, a thicker front anti roll bar and Fosseyway brakes. Find out more at aston.co.uk.

INTROCAR

Various components £Varies

Rolls-Royce and Bentley parts supplier IntroCar has released certain upgraded service kits for the Silver Cloud/S1 brakes. The new front and rear wheel cylinder service kits are said to be just like the factory parts and even include the metal seal spreader which, along with the company's other Prestige Parts, come with a three years warranty. Other new editions to the range include electric window gear cogs for Shadow and Mulsanne ranges while the company also has a small line of bargain basement bits at giveaway prices, such as these headlamp surround for the Shadow range (shown) at just £60 – the usual price is £215!

0208 546 2027

IntroCar.co.uk



NEWS IN BRIEF

Time out for TVR?

Reports in the press suggest that since the all new Griffith was disclosed, the thick end of three years ago, the Welsh factory is still nowhere near completion and that the only (development) Griffith built so far hasn't hit the road yet, making investors and depositors for the 500bhp supercar increasingly impatient. TVR head Les Edgar has written in a newsletter to allay any mounting fears.

Bullseye Bullitt

One of the most famous Mustangs ever, the '68



Bullitt star car, recently sold for almost £3m at a recent Florida auction. It was kept by the Kiernan family since 1974 and was displayed in 2018 to mark 50 years of the iconic police film.

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Bentley GT continental 2004. Finished in moonbeam silver with nautic dark blue hide interior. Stereo, many more extras, drives superb, magnificent example, 85,000 miles and service history, recently serviced. Garaged from new. What value at.....**£19,750**



London Taxi 2005. Finished in traditional black with superb interior, glass divider, fold down occasional seats, wheelchair access, power windows, central locking, stereo. Automatic, power steering, garaged. Drives superb.**£6,750**



Jaguar E Type 1970 2+2. Finished in Opalescent Silver Blue with superb matching hide interior. Overmats, headrests, original stereo, manual transmission, chrome wire wheels, new white band tyres, only 42,000 miles from new. 2 owners, accompanied with invoices, original handbook and service book. Excellent example.....**£69,750**

Rolls Royce Phantom II Sedan de Ville 1934. Coach built by the famous Windovers, this limousine is finished in Masons Black over Yellow, with brown hide to the chauffeurs compartment, and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many Concours wins in its time. Winning the Rolls Royce Owners Club Concours touring P2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002. With an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2, starts immediately, and drives as it should like new and totally silent. Must be the finest piece of art usable in the world excellent investment**£275,500**



London Taxi TX2 2005. Finished in gleaming black with superb interior, occasional seats, glass divider, stereo system, power windows wheel chair access. Automatic and power steering, low miles, garaged, drives superb.....**£6,750**



Mercedes Sports 300 SL 1987. Finished in gleaming Signal Red with soft black hide interior. Hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used. Garaged and stored for many years making this a very low miles of only 23,500 miles, with service book and old MOTs. This Mercedes could easily be mistaken for new. **£55,750**



Jaguar E Type 1972 V12 roadster. Finished in unmarked opalescent silver blue with cherry red hide interior. Headrests, navy blue soft top, over mats, stereo system, sparkling chrome wire wheels with white side tyres, tinted glass, manual transmission, power steering, complete with all tools. This car has only 25,000 original miles from new with only two owners and has the original British Leyland service book and handbook. Excellent history, drives like a new car and in totally superb condition. Just stunning. **£145,500**

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Jaguar E-Type 1965 4.2 FHC. Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward Engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E-Type, Which has mellowed to an amazing condition. This car is just remarkable.**£165,500**



Bentley GT Continental 2005. Finished in beluga black with black hide interior, walnut veneer dash, premium stereo system, many more extras. Only 32,000 miles with full service history, only 2 owners from new, always garaged. Could be mistaken for new**£28,750**



Mercedes 300 SL Sports 1988. Finished in Gleaming signal red with as new beige interior. Hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, Sundym glass. Complete with original fire extinguisher and tools, every old MOT from new, original handbook and wallet. Only 66,000 miles from new, full service history, garaged from new. Superb condition throughout having been pampered from new.**£48,750**



Jaguar SS100. Repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green with beige hide interior, headrests, radio, CD player. Powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering and disc brakes, making this a pleasure to drive. Fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels and twin side mounts with fitted mirrors. Comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots. Excellent history file with invoices and old MOTs and tax discs. Complete with all tools and very expensive in door car cover. This car is just stunning and a fine investment **£85,000**



Jaguar E Type V12 1971 2+2. Finished in unmarked gleaming signal red with black hide interior. Sparkling chrome wire wheels with white side tyres, tinted glass, stereo system, power steering. Automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs. This car is just stunning, one of the best there is. Garaged from new,**£86,500**



Rolls Royce Phantom VI. State limousine, 1972, fantastic colour scheme, Garnet over Antelope, matching hide interior to front & West of England cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool overrugs, air conditioning, occasional seats, 2 owners, and only 18k miles from new.**£250,500**



London Taxi TX4 2008 Bronze model. Finished in gleaming black with superb interior. Fold down occasional seats, glass divider, wheelchair access, power steering, power windows, stereo system. Automatic. Superb pampered example, drives superb**£8,750**



Jaguar E Type 1973 V12. 2+2 finished in Azure blue with navy blue hide interior, headrests, over mats. Tinted glass, adjustable mirrors, stereo system, brand new chrome wire wheels and full length webasto sun roof. White side tyres, automatic transmission, power steering. This car is amazing having been stored since 1978 and only covered 6000 miles. Bills and invoices available, original handbook and tools. Drives superb, a brilliant investment.**£79,750**



Jaguar E Type V12 roadster 1973. Finished in the period Primrose Yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering. New chrome wire wheels and whiteband tyres, spare wheel never used. Complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition. This E-Type drives superb and is just stunning. **£135,750.** More pictures on our website.



London Taxi TX2 2004. finished in metallic silver grey with superb interior. Sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering. Garaged from new, drives excellent. More pictures on our website. Free delivery.**£5,750**



Mercedes 380SL Sports 1984. Finished in Astral Silver with Navy Blue hide interior and Blue dashboard. Walnut veneers, headrests, over mats, Blaupunkt stereo system, hard top, soft top as new and hardly used, alloys, tinted glass, power mirror, rear seats, headrests, automatic, power steering, power windows, first aid kit still in factory wrapping, tool kit. Only 61,000 pampered miles from new, with complete service history, accompanied with a set of old mot certificates, with original paperwork and invoices, as well as hand book from new in original wallet. This car has been garaged from new and drives like new and very smooth. Totally stunning and one of the best, unbelievable condition.**£37,500**

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Mercedes 280SL Sports Pagoda 1968. Finished in brilliant Arctic White with superb contrasting interior, hard and soft tops, automatic, power steering, CD stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard as it is today, only used on summer days, only 58,000 miles from new, supplied with original handbook, various invoices, and most old Mot's, original tool kit, it would be very difficult to find another one that comes close to the condition of this one, it's simply amazing...**£135,750**



Bentley 1956 Series 1. Coach built by Hooper (Empress Line Model) finished in gleaming two tone Green, with fine coach lines, with superb matching Green hide interior, with lambswool overugs, glass like finish veneers, picnic tables to front and rear, new tyres, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning, possibly the finest in the world, only a few built a fine investment at only**£65,750**



Ford Zodiac MK1 1956 finished in dorchester grey over winchester blue with matching hide interior. Manual with overdrive, this car has been correctly stored for over 50 years. Not a restored car but an excellent original example, stereo system, steel period sun visor, fitted hunting lamp, badge bar with badges original twin spot lights. Only three owners, drives well, very difficult to find another like this one, a fine investment.....**£28,750**



London Taxi 2002 Golden Jubilee model. Only fifty of these cabs were made for the queen's jubilee making them very rare and collectable and increasing in value. Usual extras, power steering, automatic transmission, glass divider, occasional fold down seats, wheelchair access, power windows, radio and stereo, all tools, drives superb.....**£9,750**



Daimler Sovereign 420 1967. Finished in Golden Sand with cherry red hide interior. Automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new and only 53,000 miles with a folder full of history and old MOTs. Complete with original tool kit, having only three owners from new the last owned 34 years. A superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic.....**£36,750**



Ferrari 1986 328 GTS. Left hand drive, finished in Rosso Red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, Nero dashboard, original removable roof in black vinyl and aerofoyle. Original tool kit and jack kit, 29,000 miles from new, good history and invoices in original leather wallet, recent service, magnificent example....**£115,500**



Range Rover Sport Diesel HSE Dynamic 2015. Finished in Aruba with black roof with contrasting interior. Full length panoramic roof, power fold away tow bar, 22inch wheels, side steps, tinted glass. Only 28,000 miles with history, just serviced, only two owners, huge spec. Please call for details, this car is just stunning, could be mistaken for new.....**£49,750**



Mercedes Sports 1987 420SL finished in Nautic blue with dove grey hide interior ,head rests, rear seats, hard and soft tops, tinted glass, power windows, central locking, power steering, heated seats, abs brakes, alloys, cruise control, stereo system, long last ownership, garaged from new with impeccable service records ,thousands spent to keep this car in the fantastic condition it is in today. Drives like new.....**£38,750**



Mercedes Sports 420 SL 1989. One of the last of this model, finished in gleaming Signal Red with superb black hide interior, piped red, rear seats, hard and soft tops, tinted glass, power windows, auto, cd player, alloys, over mats. Full service history, this car is just stunning, probably one of the finest.....**£39,750**



Bentley NEW, GTC, V8S, 2018. Finished in Sandstone with dual hide interior, magnolia and tan, with matching power top. This Mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning.....**£POA**



Jaguar E Type V12 Roadster 1973/4. Finished in totally gleaming signal Red with soft Black hide interior. Headrests, tinted glass, stereo, over mats, manual transmission, power steering. As new chrome wire wheels with new white side tyres, complete with all tools, lots of recent invoices, original handbook. Been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.....**£135,500**

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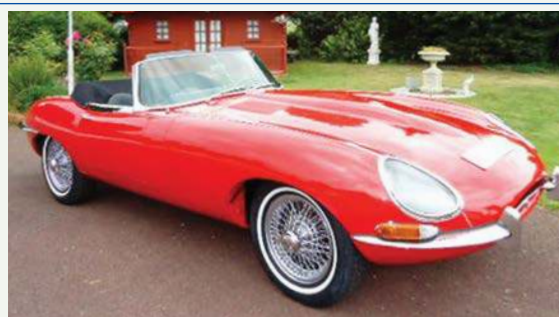
Mercedes Sports 280SL Pagoda 1968/9. Finished in unmarked gleaming Silver with as new soft black hide interior. Hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats. Only 73,000 miles. £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website. Only one previous lady owner**£129,500**



Ferrari 1987 328 GTS. Left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, Nero dashboard, alloys, original black vinyl removable roof and matching aeroflye. Only 25,000 miles from new, excellent history with invoices and original leather wallet, recent service, Very fast appreciating asset, just stunning, complete with tools and jack kit. This is a superb original example never seen rain, drives like new**£125,500**



Jaguar E Type 4.2 Series 11 Roadster 1970 Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout.....**£135,750**



Jaguar E Type 3.8 series 1 1963 LHD roadster. Finished in gleaming Carmen Red with as new black hide interior with the bright aluminum dash and centre consul. CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world and has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own probably the finest of E Types and a superb investment.....**£157,500**



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from £4,750

Mercedes E240 1999. 6 door limousine. Finished in masons black with dove grey hide interior, headrests, power steering, automatic, power glass divider, alloys, abs, stereo, CD player, air conditioning. This superb car has only one owner from new and only 66,000 miles with full history, garaged from new and is just magnificent. Drives like new.....**£8,750**



Hillman Super Minx Convertible 1963. This very rare model is finished in Glacier White with superb cherry red interior with piping and matching convertible top. Original radio, personal number plate, manual transmission, original supplying dealer plaque on dashboard, complete with original tools, handbook, history folder and old MOTs. Only 3 owners from new and only 55,000 miles. Excellent restoration, thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb. Always garaged, amazing condition and a fine investment.....**£26,500**



Jaguar E Type 1970 2+2. Finished in Old English White with as new black hide interior piped white. Automatic transmission, sparkling chrome wire wheels with new white band tyres, stereo. Complete with all tools, this car has had a recent full engine overhaul and over the years thousands spent with all invoices, old mots, original hand book and old tax discs. The history must be seen with this car...**£68,750**



Mercedes 560 SL Sports. Left hand drive. 1988. In the most delightful unmarked colour, Impala metallic. Colour coded bumpers. Contrasting interior headrests, over mats. Hard and soft tops, Auto. First aid kit, cruise control, ABS, Power windows, Light up vanity mirrors, Air conditioning, air bags, tinted glass, centre armrest, outside temperature gauge, stereo and CD system. SRS, alloys. Complete with all tools. 43,000 miles, two owners, garaged from new. Service history. Super appreciating asset, Probably the finest SL ever made. Superb to drive and absolutely stunning.....**£38,500**



Mercedes Sports 560SL 1988. Left drive, finished in gleaming signal red with tan hide interior, headrests, hard & tan soft tops, overmats, light up vanity mirrors, power windows, tinted glass, power mirrors, centre armrest, central locking, air conditioning, cruise control, stereo system, ABS, alloys, SRS, first aid kit, outside temperature gauge, air bags, expensive Mercedes car cover, auto, power steering, only 19,000 miles from new, service history, one owner, This flagship of the Mercedes SL could easily be mistaken for new. A stunning classic, drives like new.....**£49,750**



Mercedes Sports 350SL 1980. Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys. This car has only covered 45,000 original miles from new. With full Mercedes history and all old MOTs and invoices. Complete with all original tools. Recent full service, garaged from new, this car must be one of the finest to be on offer.**£35,750**

Many more E-types in stock in various price ranges. Call for details

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Mercedes 1988 560SL Sports. Left hand drive, finished in smoke silver, with brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, auto, power, expensive mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent**£39,750**



Jaguar E-Type 1970 Roadster. Finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old MOT's, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E-types.....**£125,500**



Corvette Stingray coupe 1967. Finished in gleaming Silver Pearl with soft Back hide interior. AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine with 350 HP. Only 2 owners 32,000 miles, last owner 40 years. These stunning looking cars are becoming very rare and valuable. Totally superb.....**£119,500**



Jaguar E Type 1969 2+2 left hand drive. Finished in the original mirror finish of gleaming unmarked Masons Black with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering. Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold. lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools. Recent concourse winner, and winner of many shows, trophies to go with car. This is a very rare and special E Type, the original colour scheme is breath taking, also comes with everything itemized. Invoices from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website.....**£125,750**



Jaguar SS 100. Built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS 100. These cars are very rare only 22 were ever made, this is number 12. These cars have over tripled in price in the last few years because of the investment side of it, plus they drive beautifully. Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming black tulip with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment. Probably the finest coach built repro in the world, this car is just breathtaking**£POA**



Rolls Royce 20/25 1934. coachbuilt by park ward finished in Masons Black over Maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example.....**£57,750**



Mercedes 230SL Sports 1966. Finished in Porcelain White, as new Black hide, Auto, power steering, CD stereo system, hard and soft tops, original service books, original handbook, entered many events in the UK and Europe, many old Mot's, stainless steel exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found**£89,750**



Mercedes 560SL Sports 1987 Left hand drive. Finished in gleaming Signal Red with Beige hide interior. Headrests, hard and soft tops. This flag ship of the Mercedes SLs has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats. Only 27,000 miles from new with service history, only one owner, garaged and pampered from new**£46,750**



Jaguar E type V12 Roadster 1973/4. Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.....**£145,750**

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2001 NG TC V8. 5-speed. Dark Blue/polished alloy panels. 5500 miles. **£16,795**



2000 Jaguar XJ8 4.0 Executive. Platinum Silver, 28000 miles, FSH. **£8,295**



2003 Mercedes ML55 AMG. White wrap, Black hide, 78000 miles, FSH. **£5,795**



2002 Mercedes SLK230 Kompressor. Brilliant Silver, 40500 miles, FSH. **£4,795**



2005 Mercedes SLK200 Kompressor. Tellur Silver, A/C, 27000 miles, FSH. **£6,795**



2002 BMW E46 330Ci Convertible. Titan Silver, 79000 miles, FSH. **£4,995**



1967 Lotus Elan S3 Spyder DHC. Monaco Red, 71000 miles, restored. **£29,995**



1997 BMW Z3 2.8i automatic. Titan Silver, A/C, 33000 miles, FSH. **£8,295**



2001(V) VW Bora 2.8 V6 4 Motion 6 speed. Bright Green, genuine 44500 miles, FSH. **£4,795**



1971(J) Volvo 164 Saloon. Metallic Gold, Gold leather, O/D, 44000 miles. **£9,995**



1986 Mercedes 560SL LHD. Smoke Silver, Black hide, A/C, 114000 miles, FSH. **£17,995**



2002 Mercedes SLK320. Lazulite Blue, Designo Cream trim, 51000 miles. **£5,495**



2001(X) BMW Z3 2.2i Roadster. Titan Silver, Black hide, 62,000 mls, FSH. **£4,795**



2000 Mercedes SLK320. Linarite Blue, A/C, 42,000 miles, FSH. **£5,795**



2000 Mercedes SLK320. Brilliant Silver, Black hide, 63,000 miles, FSH. **£5,295**



1999 Mercedes E240 Elegance. Brilliant Silver, Grey hide, 102000 miles, FSH. **£1,795**



1998(R) BMW E36 318i SE Saloon Auto. Titan Silver, 24500 miles, FSH. **£4,295**



2001 Mercedes CLK320 Cabriolet. Brilliant Silver, 76000 miles, FSH. **£3,795**



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HOW TO BUY A CRACKING CLASSIC

If you always wanted a classic but didn't know how best to go about it then all you need is here!

AGE CONCERN

How old do you want your classic to be? For younger fans an MGB is something that belongs in the London-Brighton run! There's no doubt that there's gaining interest in modern classics from the 90s and New Millennium as they offer new car performance, safety and conveniences. Other bonuses include better build and rust proofing meaning if you buy a good one you may never need to restore. Classics from the 60s and 70s feel like from another world but boast genuine style and character making them the most popular picks. Post war and 50's cars many would now regard as vintage and – with certain exceptions – the older the vehicle the harder it is to keep on the road. Don't buy any classic without an inkling of what they are like to drive.



SPOT THE ROT – IT'S BOUND TO BE THERE...

It has always been said that you can replace the mechanicals but not the body and this advice still holds true to this day

- First find where the rot usually lies. Have a word with an owners' club or specialist to discover the most prone areas. And check out our comprehensive buying guides (they are on the web, <http://www.classiccars4sale.net>) for top expert advice, as well.
- The most important areas relate to the vehicle's structure such as the chassis, inner panels (wings and sills), box sections, suspension and steering attachment points, floorpans, crossmembers and bulkheads. It's most likely that past repairs have been carried out on anything over 20 years old.
- More cosmetic than serious, but still expensive to rectify, is rot on non structural places such as wings, wheel arches, outer sills, boot, bonnet, doors and so on. Filler work is commonly found here which is where that small magnet comes in extremely handy. Has a recent respray (full or part) been carried out for no other reason than to gloss over any ills?



WHERE TO FIND THAT DREAM BUY

PRIVATE SALES

This type of sale is still the most popular way to buy classics, although unlike with a modern, it doesn't mean you necessarily enjoy cheaper prices when compared to a dealer. On the other hand, you (hopefully) will meet the current owner and as a result gain a better history and thus 'feel' of the vehicle. The seller's demure can indicate whether the vehicle is honest or not. No warranties are given by a private sale and be wary if one is implied; as it will be meaningless. Your only legal protection is if the vehicle was advertised dishonestly.

AUCTIONS

Auctions are becoming increasingly popular with private buyers and you can certainly get a good deal by standing shoulder to shoulder with dealers and outbidding them. You have more consumer protection at an auction than buying privately as well because the vehicle must be described with accuracy, although no warranty will be given. Bear in mind that at classic auctions, the vehicles will remain static and are not started up or run so you need to have a good grasp of cars, a gut feeling and, to be perfectly honest, a lucky streak...

THE TRADE

There's nothing more enticing than walking into a showroom and drooling over all those lovelies ready to be driven away. Good dealers, and most are, will have the best stock or can obtain your dream car if you give them time. Often as not the cars will come prepped and with a fresh MoT. On the other hand, not all traders provide official written warranties, especially on older classics where it is more of a 'Gentlemen's agreement'. Don't automatically think that a dealer is any dearer than other buying avenues.



PICKING A PROJECT?

Buying a project classic can be a risky business; it depends whether you look upon a glass as being half empty or half full. On the one hand, the vehicle, which will invariably be a non runner, is an unknown quantity and down to you to complete it. But on the other you can bag a bargain. You need to have your wits when buying a total basket case and weigh up all the pros and cons. As for a budget, you can expect to well exceed it so don't pay over the odds for what is a box of bits. The real bargains are part projects where the owner has embarked upon a restoration with all the best intentions, but for a variety of reasons has lost interest. Usually, a fair bit of work and money has already been lavished on the vehicle and these projects are sold at a loss. It's vital that any project comes with its V5 as re-registering the vehicle may result in a 'Q' registration.



AVOIDING A WORRYING NERVOUS BREAKDOWN

While it is a myth to think that every classic journey will be punctuated by a breakdown, it is wise to carry certain emergency supplies. The exact contents of your 'kit' depends on the vehicle, a good selection of spanners, screwdrivers, sockets, a warning triangle, wheel brace, jack, torch and multimeter will cover most situations, along with a few handy spares, such as water hose repair tape, a set of ignition points, a condenser, spark plugs, fan belt and a set of ignition leads, as well as several sets of disposable gloves – oh and always have a well charged mobile phone although most classic motor insurance policies include breakdown cover. Older vehicles also require different lubricants, compared to moderns; set aside some space and budget for engine and transmission oils, for top-up purposes.



DRIVING STANDARDS

If you are a new driver or are familiar with only modern motors, considering some kind of advanced tuition is very wise. While piloting a golden oldie isn't different, the rawer driving experience will make you much more appreciative of speed and might prompt you to drive more self-protectively, considerably and cautiously, exercising much better observation and greater anticipation. You will also feel more sensitivity to road conditions, plus more judicious and mechanically-sympathetic use of the controls – but that's a good thing whatever car you drive! A no-pressure assessment of your driving, by one of the numerous established road safety organisations, including RoSPA and the IAM (Institute of Advanced Motorists), or an owners club could be beneficial for both novices and the more experienced motorist alike.

AFTER CARE SHOULDN'T BE AN AFTERTHOUGHT

While modern vehicles can tolerate long service intervals, classics require far more frequent and detailed maintenance, including regular adjustments and fluid changes. Every classic will require a degree of attention and even maintaining it in good condition is not easy, because older cars will deteriorate faster than their newer counterparts, particularly if left outdoors, unused. Even if driven regularly, classic bodywork tends not to be as resilient as that of modern cars so regular corrosion inspections are essential, while paint and chrome works demand habitual regular waxing, to retain their sparkle and ward off tarnishing.

Undertaking major repairs at the side of the road tends to be neither practical, nor safe these days. DIY repairs will save bundles of cash but workshop supplies must be looked upon as an investment (*see separate feature in this issue-ed*). Cheap tools tend to be a false economy and can make a task even harder to complete and in some cases can be unsafe to use. A basic toolkit should be a more comprehensive version of the aforementioned emergency supplies but must include a decent jack and axle stands, at least. Retaining records of parts and work completed is essential, to preserve your classic's history, as well as being a useful reference. Finding extra space to stash autojumble/online bargain purchases safely is always useful, although certain bulky and delicate parts (such as panels) can be very tricky to hoard safely.



NOW THAT DREAM CLASSIC CAR IS YOURS, WHAT ELSE SHOULD YOU DO?

Consider how well an older car fits into your everyday life. If any alterations are required, plan carefully to avoid prejudicing its identity (and value). While you do not have to wear seat belts, if they were not present when the car was new, many people consider them to be quite rightly a vital retro-fit. If you have a young family, remember children aged under three cannot travel in a car legally without belts. Older kids can be transported unrestrained in a car without belts but, if any are fitted, their use becomes mandatory, in conjunction with a child seat, if appropriate. Everybody loves classic cars including lowlife so fit some sort of anti-theft deterrent as soon as possible.

OUR TEN TOP TIPS

1. Keep your excitement and emotions under control and treat it as you would any used car purchase
2. Don't buy the first one you see – check out a few examples of the car(s) that you are considering to set a benchmark
3. Find out the car's authenticity, characteristics and foibles first by consulting a specialist or an owners' club
4. A service history on a modern classic is paramount, and highly useful on an older car, too
5. There's an old adage that says that nice people sell nice cars and it's something you should remember
6. First impressions count. Does it float your boat, tick all the right boxes, give out all the right signals?
7. Always hear the engine start from stone cold so you can hear undue noises which usually reduce when warmed up
8. Have an engine compression test carried out if the vendor is agreeable; that's a plus point on the cars and seller's integrity
9. So long as you are properly insured, have a brisk and lengthy test drive under varying loads and speeds
10. Finally, even if the classic is the one you've yearned for checks out okay, did you actually like it? This is most important...

WHERE IT CAN GO WRONG

No car is perfect and least of all an old classic so here's what you must look out for

A quick gallop around the block isn't enough – you need to drive the car over varying conditions and loads. As classics will vary greatly due to age and condition, it's wise to drive a few to gather a benchmark. As the car may be also new to you, have the vendor drive initially so you are concentrating on the car rather than the road. Does the car feel right and perform like it ought? If a gauge is fitted, is the oil pressure healthy? On the move, is there a rumbling sound suggesting worn crankshaft and its bearings under load? Lighter tapping in the area of the top end is normally associated to tappets/camshaft wear. On a flat road, in top gear, floor the throttle and watch in the mirror for undue smoking, signifying bore and piston wear. At the same time does the engine become rougher and noisier?

Irrespective of how much it costs and whether it's a Ford or a Ferrari, does the vehicle feel good and tight and not like a clapped out old banger? And most important of all, do you like the car? If not, start over again...

WHEELS AND TYRES

Tyres must be legal and check age as well. Ideally you want to see same make on axles, especially on performance and prestigious classics. Scrutinise alloy wheels for damage and corrosion. And don't forget the spare!

SUSPENSION

Look for leaking dampers (press on car's corners hard; it should resume to normal after one and a half 'bounces'). Check for broken springs and see car sits level. Fluid suspension? Check its action and signs of leaks and repairs

CHASSIS

Need to get underneath to check thoroughly for rot (owners club will tell you the likeliest places) inevitable past repairs and signs of distortion indicating a heavy accident. Beware of fresh underseal as it may be masking hidden horrors

STEERING

Should be precise but a slight slackness is usual on many 1950's design and usually adjusted out. Should not pull to one side or shake or shudder. If power steering is fitted ensure there's no noise, especially on full lock and that it is not leaking

HOOD

Don't overlook this as a cheap and easy fix and certain ones may not be available anymore. Operate it (especially if electric or is a sunroof), and check framework for deterioration. Is a hardtop also fitted, i.e. Stag, Spitfire, Mercedes SL)?

BODY

Does the car look honest or just tarted up for sale? Beware of a recent respray. Check for repairs (ripping panels, uneven shut lines etc). A small magnet is useful to detect filler work on likely areas; sills, wings, door bottoms, lights, valances, etc?

TRANSMISSION

Gearbox shouldn't leak or be unduly loud (whining or gnashing) or jump out of gears on the overrun. Gearchange should be precise, even column types, and rear axles should exhibit only light noises. Check auto gearbox selects readily

CLUTCH

Gauge clutch plate wear by having engine running with the handbrake fully on before selecting top gear and letting the clutch up; engine should stall. Even if ok, take note on where 'bite' was; if almost at the end of pedal travel the clutch is wearing

TRIM

Naturally wear will have taken place but you don't want musty smells indicating water leaks and rusty floors (lift carpets to check). Ensure controls work. Are seat belts in a safe condition and is the boot clean and tidy?

BRAKES

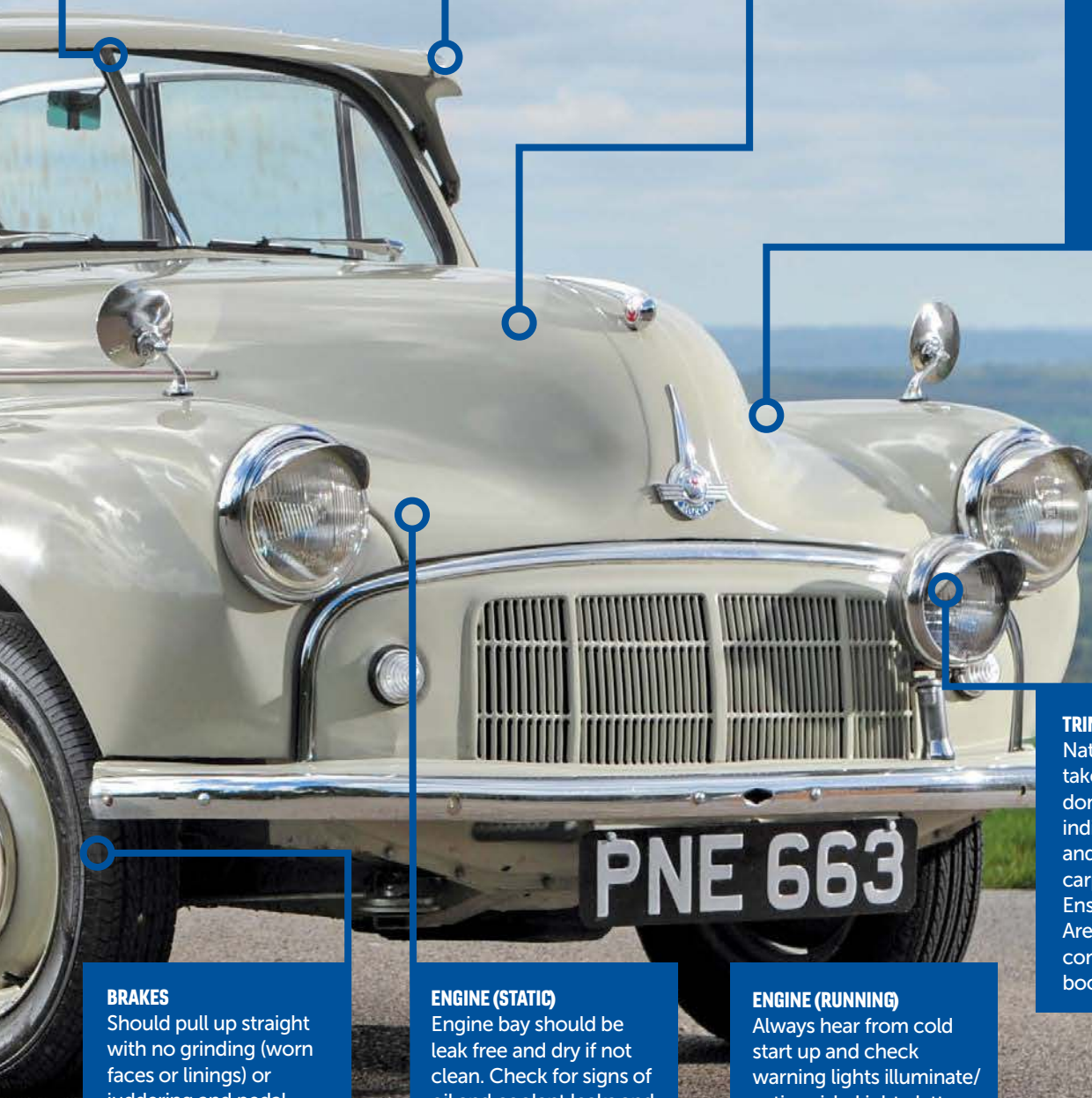
Should pull up straight with no grinding (worn faces or linings) or juddering and pedal should be firm (sinking pedal indicates a leak). If servo is fitted a heavy action signifies fault. Check handbrake and is the fluid in a clean state?

ENGINE (STATIC)

Engine bay should be leak free and dry if not clean. Check for signs of oil and coolant leaks and past repairs; look for fresh gaskets etc. Is the oil clean on dipstick (this includes autobox one)? Is the coolant ok and not just rusty water?

ENGINE (RUNNING)

Always hear from cold start up and check warning lights illuminate/ extinguish. Light clattery noises are quite normal but should quell once up to temperature. Look for leaks and remove oil filler cap to check for fuming and smoking



MGB

Arguably the MGB and GT is the most commonsensical 60's/70's sports car classic to own due to fantastic availability, easy resales and brilliant spares supply. Not fast but still enjoyable and GT is a handy holdall. Chrome bumper models are most wanted but post 1974 rubber bumper versions are greatest value. Watch for structural rust in sills and inner wings which exceed car's worth but mechanically they're tough and easily repairable.



TRIUMPH STAG

One of the most popular and best supported classics, the Stag used to be known as 'Snag' due to its engine problems but that's largely history now thanks to ongoing refinements although you still need to keep on top of the cooling system. A good Stag is a joy to drive with silky, if not speedy, V8 power and excellent touring capabilities plus is fairly frugal if you go for a manual with overdrive gearbox. Superb owners club and specialist network.



MORRIS MINOR

The Minor is major classic for those looking for low cost fun motoring which will leave its mark as many owners can't live without one. Available in saloon, convertible (Tourer), estate (Traveller) plus van and pick-up guises. All are pleasing to drive with crisp handling. Performance is tardy but a good number have been uprated along with front disc brakes. Easy to own with great club support, rust is the worry as is rotten woodwork on Travellers.



ROLLS SILVER SHADOW

You don't need a lottery win to own or run what's still regarded as the best car in the world – just a realistic budget and buying the best you can from the outset rather than going for price or spec. Complex but there's an army of specialists (such as parts supplier IntroCar) who can keep bills to reasonable levels and there's also Rolls' breakers for used parts. The Shadow will give you a feel-good factor second to none but 1977 Shadow II drives much nicer than earlier mounts.



20 BEST BUYS

MAZDA MX-5

Even after 30 years the MX-5 is as popular as ever and for those after a modern classic sports car little can better this Mazda because not only can dealers supply parts but there's a strong specialist back up – small wonder the MX-5 is being hailed as the 'new MGB'. With its Lotus Elan looks the Mk1 is the most wanted but the Mk2 is the better all rounder with the Mk3 the most palatial. MX-5s are dead reliable but they can rust badly. Grey Imports are worth considering.



JAGUAR MK2 & S-TYPE

One of the most desired classic saloons, the Mk2 is worth buying on its looks and interior alone. They drive well too for a 1950's design although are heavy beasts. The 3.8 is the one they all want making them the most expensive but if all you want is Mk2, look to better value 2.4 and the post '67 240/340 offshoots although the real bargains are the larger S-Type and particularly the 420/Sovereign. Rust, bodes, tired trim and worn engines will easily drain the budgets.



CITROËN 2CV & DYANE

You don't need to be an eco warrior to see the sense in 2CVs, the 'Tin Snail'. Frugal yet fun, life in the slow lane is something to savour as is the car's sheer practicality. The 602cc air-cooled engine is a snail alright but cruises in comfort once up to speed. Simpler than a push-bike, but have their quirks and rust like mad. Specialists are plentiful and you can have a 'new 2CV' built to order if you wish for around £10K. Don't over look the larger, more palatial yet cheaper Dyane.



MG MIDGET & A-H SPRITE

Pure simplistic fun not unlike a Caterham 7, that's this pair of small sportsters that sell for buttons – but it won't stay this way for long. The 'Spridget' is even sportier to drive than an MGB with far crisper handling although the ride and refinement suffers. Midgets are more plentiful, Austin-Healey Sprites more exclusive yet prices are similar. Like the MGB, rubber bumper (1500) models are the real bargains. Rust and poor past body repairs are the chief worries.



MERCEDES-BENZ R107

One of the best Benzes ever and it's a prestige car you can buy and run with few worries if you buy a good SL. Made from a time when Mercs were carved from granite, they are hard to wear out although rust can be rampant (especially the bulkheads) and extremely costly to rectify. The V8s are most preferred but the 280SL 'six' is fine if all you wish to do is cruise. Superb parts supply even includes main dealers but specialists can keep cost down to more containable levels.



TRIUMPH SPITFIRE

Killed off 40 years ago, the Spitfire is still one of the cheapest and prettiest sports cars. Nippy and has option of overdrive to aid touring, the Triumph is much more civilised than rival Midget although its handling needs a watch if you're used to moderns. Mk3 is the best but later '1500' most affordable and best suited for today's roads. Front hinged bonnet allows magnificent accessibility for DIY servicing. Chassis rust badly but all is repairable or renewable.



MINI AND DERIVATIVES

A four-seater go-kart, the way a Mini zips along still amazes 60 years on. Coopers and especially Cooper Ss are likely to be beyond many budgets unlike the later 1990 Rover-badged ones which pack 1275cc poke, fuel injection and after 1996, a welcome lift in refinement. Mini offshoots include posher Elf and Hornet saloons, Traveller estates and vans and pick-ups. No problems running any Mini but their condition always demands careful inspection.

**BENTLEY MULSANNE**

Successor to the Shadow/Bentley T the Rolls Silver Spirit and sportier Bentley Mulsanne are far superior cars although the build quality isn't so renowned. Bentley Turbos are wonderfully rapid saloons in the mould of an Aston but its likely that the sedate Rollers have been better looked after. Can be amazing value but beware of bargains that aren't and, like the Shadow mentioned elsewhere, needs a service history that has had its hydraulics maintained properly.

**RWD FORDS**

We're grouping Cortinas, Capris, Sierras and Escorts as one because the designs are so similar. A boy racer's delight and super simple to maintain at home (Burton Power can help with all the oily bits) but values wildly vary, more so for RS Escorts and go faster models. The appeal of rear-wheel drive Fords lie in their old school handling and tuning potential although some models are best left as standard and beware of fake sporting Escorts and Capris.

**ALFA GTV & GT**

Both broadly based upon Fiat's FWD Tipo, the GTV and its GT replacement have the essential Alfa character at knockdown prices. Engines are a spread of Twin Spark four pots or glorious V6s which go and sound like a Ferrari. Retro interiors are to die for and, thanks to galvanised bodies, rust isn't the worry Italian cars are. Decide what model you want first as GTV is only one with Spider option. Ensure you get the master ignition key on all...



For those after their first classic car, you can't beat this diverse top twenty selection to suit all tastes, needs and budgets which starts from under £1000 if you shop around and haggle hard. There's bound to be a classic that's got your name on it!

MGF & TF

Is there a better bargain serious sports car than the MGF? More thoroughbred than a Mazda MX-5 thanks to its mid-engined layout, a good, well fettled MGF is deep joy to drive with fast Rover K-Series engines, superb handling and a compliant ride; the later TF, which with its conventional chassis, suffers in the latter respect. All are stonking value with even turn key refurb dealer ones rarely busting £9000. Watch for Rust, K-Series woes, neglect and spares scarcity.

**JAGUAR XK8**

E-types may be flights of fancy but the XK8 makes a great affordable alternative. It looks like the classic cat and, being 1990's design, certainly drives better with searing V8 power that's supercar quick in supercharged XKR form and a car that's superior to the similar DB7. Based upon the XJ-S chassis, the XK8 isn't dear to keep sweet although they don't wear as well as a Mercedes and specialists advise buying later 4.2s, even then many are sadly messy.

**VW BEETLE & CAMPERS**

More a cult than a mere car, Beetles and the Camper offshoot are a way of life. Always fashionable, there's A1 spares support from both sides of the pond. Beetles were made up to 2003, Campers even later so there's no shortage of choice although T2 Campers and 'Oval window' Beetles can cost mega bucks as do the Karmann Ghia offshoots. Dead easy to maintain all of them and insurance friendly for engine upgrades, it's a case of pick your Vee Dub and enjoy!

**PORSCHE 924/944/968**

A Porsche as your first classic? Yes, it's feasible. You can go the Boxster route if you want a sports car but the front-engined coupés and cabrios offer similar performance with pragmatism and all have excellent handling. The 924 was the runt of the litter yet now enjoy a fanbase of their own although the 944 is better developed with the 968 best of all yet it remains a bit of a marmite model. Some parts are Beetle 1302-derived so are easy supercars to maintain.

**BMW 3 SERIES (E46)**

This '90's range of saloons, Touring estates, coupés and convertibles are hugely popular care of their name, dynamics, availability and strong value for money. All are good but the six-cylinder versions hold the most sway as it's such a brilliant engine. With so many around you can afford to be choosy as most have been put through the wringer and few are left in a standard state or have been kept like a BMW should be. Provenance is everything if you want a good classic.

**TRIUMPH TR2-6**

Rival to the MGB the TRs are a manlier range feeling rugged and rustic in the mould of a Morgan. TR6 is the cheapest of the strain and perhaps the best suited to most classic newcomers as they are the most plentiful, look the part and the six-pot engine goes well if the fuel injection is ok (there's no need to have fears over this once infamous Lucas set up). Great spares and specialist/club support, chassis rust, lack of PI care and gearboxes need a watch.



Antiquated design that belies its 50's heritage and yet is still one of the greatest ever drivers' cars. Reliability generally fine if you buy a good one and few performance classics are as simple and low cost to own

What magnificent 7 owning is all about; a fine day, clear dry roads and the most involving drive you will experience



THE MAGNIFICENT 7

THE FACTS

Best model?

1990's models

Worst model?

Anything trashed

Budget buy:

Classic/base

OK for unleaded?

Later car, maybe 'Super'

Will it fit your garage?

mm L 3500 x W 1575

Spares situation?

Excellent

DIY ease?

No problems here

Club support?

Top notch

Appreciating asset?

Certain 'specials'

Good buy or good-bye?

The latter if you want undiluted fun

Completely impractical, noisy and enormous fun, Colin Chapman's first serious road car is going stronger than ever under the Caterham name. Launched over 60 years ago, and for something the Lotus god was alleged to have knocked up in no more than a weekend, the purest sports car ever built has stood the test of time brilliantly and there's still little to touch these four-wheeled motorcycles for raw thrills. There's tons to choose from to suit all pockets or speed freaks and they can be surprisingly inexpensive to run and maintain if you buy right.

HISTORY

1957 Launched, as MK7; a budget spartan road/club racer spawned from the Mk VI racer.

1959 7A uses Austin 948cc A35 power.

1961 Anglia 105E engine fitted in 997cc and 1340cc formats.

1962 Cortina 1500 engine now optional along with Cosworth tuning. Cycle wing changed for flared wings.

1968 Series 3 with 1300/1600 Ford crossflow engines and front disc brakes are fitted.

1970 Squarer cut S4 takes over with new chassis design.

1973 New owners Caterham revert to old S3 styling with Elan twin cam engines.

1980 1600 Sprint now equipped with the Morris Ital rear axle.

1985-88 De Dion rear suspension available, better chassis and geometry are other enhancements.

1986 HPC 1700 model launched, demanding a special driving test before you could buy one – 62 are made.

1989 'Prisoner' spec special edition launched that's still available with special Prisoner colour scheme, an all red interior. The authentic cars should carry a signed Patric Mcgoohan certificate so beware of fakes!

1990/91 Vauxhall Astra 2-litre 16v engine option, followed Rover K-Series engine alternative.

1992 A major year for the 7 with the ultimate JPE (Jonathan Palmer Evolution) topping the bill with 250bhp Vauxhall power. Ex GP and Le Mans driver Palmer helped develop the car (just 53 made) and said at the time that it was the closest thing to an F1 car on the road...



Simple design, but make sure the build quality is up to scratch

HPC Evolution is also launched with a Swindon Racing Engines power unit in three states of tune. 35th Anniversary model used original Lotus racing colours while GTS is new (albeit short lived) basic entry level model using Ford cross-flow engines and old style vinyl covered bench seat. This was replaced by the even more spartan Classic; this remains a very popular 7 even if it's too basic for many. **1993** K-Series Supersport has added 25bhp and optional six-speed transmission. **1995** Six-speed gearbox becomes available across the board. **1996** Roadsport is a carbon fibre lightweight special; still 1.4 K-Series but with standard six-speeds, leather seats and special plaque fitted to the dash. Lower ranking newcomers now include the Classic and Supersport. 40th Anniversary is almost luxury version: 67 made. Superlight is just that plus has lustier 1.6-litre Rover power (196 made).



Caterham badge is held in as much high esteem as the Lotus one



They make look the same but are not!
That's why going to a good dealer
holding a wide stock is so beneficial
so you can make the right choice

1997 Superlight R uses special Rover-developed 1.6 for 190bhp (not to be confused with Lotus Elise engine). Classic VX uses 100bhp Vauxhall engine in a low cost variant to emulate old Ford Crossflow Supersprint while Supersport and Roadsport are launched with MGF power.

1998 MGF VVC (150bhp) added to create VVC and VVC Roadsport range. Silver Anniversary 7 revives aluminium body construction and the reissue of classic Ford Kent engine but in 1760cc 146bhp tune – and Morris Minor tail lights! Thirty were produced until its discontinuation.

Classic VX Supersprint relies on 1.8-litre Astra power, good for 125bhp, and track day orientated Rover-powered Clubsport is fitted with a dry sump, roll bar fire extinguisher and more.

1999 Fastest ever 7 comes in the shape of the Superlight R500, succeeding the JPE (125 made). Special *Autosport* Magazine 50th Anniversary version is based on Supersport (nine made).

2000 For the first time the 7 embraces superbike power. The, first, the Blackbird uses a Honda engine with a sequential six-speed gearbox but this was quickly supplemented by the Fireblade in 2001.

The roomier SV marks first significant deviation from famous shape which Caterham described as “the first ever all-new 7” boasting a much roomier cockpit and larger footwells.



R designated models are the most extreme – too much for some but hold values better

2001 Run out Beaulieu variant signified the last Vauxhall-powered 7 in classic livery. Five or six-speed transmissions were on the table and live rear axle was fitted – 51 were produced. A major chassis revise using Superlight thinking is adopted.

2002 Superlight range is extended with special Rover Power K-Series engines and wide rack suspension and adjustable roll bars – 200bhp for R400 and 250 for unique 2-litre K-Series R500 Evolution. At the other end of the scale, 1.4 Classic and Sprint is the new entry level 105bhp which survived up to '12.

2003 A couple of specials to mark 30 years of the Caterham takeover of the model, the luxury SC30 and a Tracksport but this model failed to sell well.

2005 CSR was a radically revised model that saw return of the Cosworth name on the Ford Duratec (Mondeo) engine but then was also substantially updated with new pushrod suspension and a fully independent stern, fitted to a new chassis which was



A matter of personal taste, many newer Caterham special editions deliberately hark back to the original Lotus look

THREE OF A KIND



LOTUS ELISE

Launched 40 years after 7, Elise is far more civilised, useable, safer yet as much fun – just what a 7 for today should be even if it lacks the hair shirt mentality for many. S1 Elises are the most wanted although the finer honed S2 is the superior all rounder and likely to be in better condition as the majority of S1s on sale are shabby due to lack of care and abuse at track days. Don't ignore underrated Vauxhall VX220.



CATERHAM 21

A logical if marmite attempt to go upmarket with a more civilised, conventional looking 7, the Caterham 21 was launched a year before the Lotus Elise although sales floundered once the Hethel car hit the showrooms and less than 50 were made in its four years of production. Not a bad choice, feeling more substantial than a 7 with less wind buffeting but entry and egress is even harder than an Elise!



REPLICAS

To the layman replicas look like a 7 and there's many imitators that can be self-built, from mild to wild, for a fraction of the cost of a Caterham. However, build standards vary so exert caution plus values are difficult to gauge and cars are likely to have Q registration plates. Of the many around, Dutton and Westfield are perhaps the best known.



Although some diehards use theirs as daily drivers, the 7 is best kept as a special treat

claimed to be no less than 100 per cent stiffer than before. CSR 260 marked the highest power yet for a factory 7, further mad-capped by a Superlight offshoot. Also this year, a Superlight 1.8 (Rover) joined ranks.

We could go on... but that's the bulk of magnificent 7s but we'd just like to add the 50th Anniversary Option Pack (chiefly a cosmetic make over), similarly the Team Lotus livery option (2011) '40 YOC' Pack marking 40 years of Caterham's acquisition, the introduction of the narrow-bodied Suzuki-powered entry and the plain Sprint of 2016, honouring the original Lotus look.

DRIVING AND WHAT THE PRESS THOUGHT

You can't describe a 7 without lapsing into well worn classic clichés, such as it being the closest thing to a racer on the road, a giant Go-Kart – that sort of thing. But the fact is that over 60 years on, no enthusiast who gets behind the wheel of a Lotus or Caterham classic fails to emerge without a huge smile on their face. Infectious

hardly begins to describe the purest drive you are ever likely to experience.

As most weigh under a ton, whichever engine you choose, even the basic Ford Cortina 1600 unit rewards you with vigorous acceleration at the very least while models from the 80s provide supercar pace for practically pennies. However, it's the way a 7 handles that makes it so captivating. Near-perfect weight distribution imbues the brilliant chassis with incredibly balanced manners that is still a match for more sophisticated sports cars. On modern rubber they grip up to unbelievable speeds yet can be barrelled confidently into corners because the car's reactions are so sharp; that only the modern Elise – thirty years its junior – comes close.

Lotus or Caterham? While the former will undoubtedly appeal to hard core purist with a sense of history and Prisoner fans, there's no question that the Caterhams are vastly superior. Graham Nearn ran with the ball and continually updated and improved the car Chapman wanted consigned to the history books.



Sevens make great track day cars and budget racers

More than 60 years on, the 7 is a classic that keeps on giving. Naturally the press loved the super 7, all saying pretty much the same thing through the decades. "This red hot little machine" (*Autosport* 1961), "Given the right conditions, they will out corner anything you'll ever meet" (*Road & Track* 1969), "You don't really drive it, you think it along" (*Motor Sport*, 1970s), "Caterham are genuinely close to Utopia for the hardened enthusiast" (*World Sportscars*, 1989), although sometimes Caterham overdid things. Testing the Superlight R, *Evo* and *Autocar* reckoned, for the road, less was more "Too mad" stated the weekly about this model. When the SV was introduced *Auto Express* simply said, "the best just got bigger", with *Evo* commenting "the CV has lost nothing in, quite literally, broadening its appeal".

IMPROVEMENTS

For those who consider a standard 7 too staid there's super scope for improving although just having the car properly set up (the geometry in particular) by a specialist has to be the first move. Caterham has a wealth of tuning gear to suit all requirements – road and track. Later six-speeds can be fitted to many earlier cars, as can a limited slip diff. Suspension and brakes are easily sorted and the wider track set up can be fitted. Carbon bodywork is also made by Caterham, who, along with known specialists, is the best first port of call before you embark. Apart from period mods, Lotus models are best left as standard as authenticity is important with this model.



Cabins are simple, especially pre 90's cars, and snug. SVs are usefully bigger

VALUES AND SPECIALIST VIEW

Caterhams can be the cheapest classics you can own, claims Andy Noble of Sevens & Classics who should know, having been the sales head at Caterham for 25 years before leaving the company when Team Lotus owner Tony Fernandes purchased the outfit in 2011 and was responsible for the creation of, among others, the Caterham JPE, the Caterham Classic, the Caterham Academy race package and the R500.

Founded in 2013 and based at Brands Hatch, Andy Noble has a stock of over 30 models for enthusiasts to mull over, which is important, stresses Noble as before buying you need to decide what exactly do you want to use your 7 for – fast road, touring, road and track and so on.

For this reason Andy Noble is reluctant to be drawn into picking any specific model but did concede that for a first time Caterham owner that's mostly interested in fun road driving, something along the lines of the 1990's Rover-engined K-Series and the higher powered Supersport are wise picks and adds that this is where a good specialist, holding a wide stock is a boon as it helps the customer single out which is his or her ideal 7 rather than going for broke with a private purchase.

Cost-wise, again Noble is difficult to pin down any specifics but says his price bracket is usually between £12,000-£40,000.

As build quality, even on home built ones, is sound, Sevens are generally durable and easy to maintain at home. What's more, despite their phenomenal performance potential insurance costs are amazingly low and Andy Noble puts this down to the fact that these cars are rarely left in venerable places and accidents rates are low.

This really surprised us until Andy explained the reason why: Caterham drivers are not boy racers and are – like Noble who has raced Caterhams – deadly serious about their craft resulting in low accident rates.

THE WAY TO OWN A LUCKY 7 IS TO VIEW AS MANY AS POSSIBLE AND CARRY OUT THESE BASIC CHECKS

CHOICE

Your first question should be, which model? It's important you get the right 7 to suit your needs – not always easy as there are almost as many varieties as there are cars built – over 80 of them!. The 7 has changed hugely over the years and not a single component remains from the Colin Chapman-designed Lotus 7

RESTOS

Vital first step is to establish the car's provenance. You need to be sure that the car is what the seller says it is. Look-alikes are extremely common and it is not unknown to pass them off as real Caterhams. So always take care to check the chassis and other identifying details against the registration document

BUILD

Factory made cars are the most desirable. Cars built with more than one major second-hand component have a 'Q' registration prefix, which are always going to be worth less. Ask about any mods made, for many cars have been altered and personalised over the years

CHASSIS

Luckily, most areas of the chassis are easily visible and new frames are available. Accident damage is common, particularly frontal impacts. First and second suspension legs are the most likely areas to be damaged: chassis tubes should be straight and have no joins in them, except at the 'nodes'. Suspension stresses can cause fatigue on mounting points, while the vertical tubes where the rear radius arms mount to the chassis can distort. Exert extreme caution to make sure you don't buy something that has been tracked, thrashed and crashed too many times!

RUST

Not a big concern, but it can begin inside the chassis tubes. Skippy aluminium bodywork doesn't corrode, but dents pretty easily and reacts where it meets steel. Stress can cause fatigue on mounting points, while the rear radius arms vicinity can distort

BODY & TRIM

The nose and wings are glassfibre and usually take the brunt of damages but easily replaced however. Water ingress is likely but the trim on the majority of models couldn't be simpler to repair or replace

ENGINE

Whatever engine is fitted, engine mounts should be checked – new ones can indicate crash damage. Most older cars have some form of Ford power which is practical, reliable and has plenty of spares back-up (although they do need regular top end decokes). Vauxhall 16v 2-litre engines are very reliable, although early carb-engines need a lead additive. Perhaps the most practical and reliable (apart from head gaskets) is the Rover K-series. Standard units can be serviced by normal workshops, but the more highly tuned K-series need meticulous servicing by Caterham-approved agents

TRANSMISSION

Early cars used a Ford Escort rear axle, then a Morris Marina/Ital set up from 1981. Most later Caterhams have an advanced de Dion rear end which has proven almost unburstable and can handle very much higher power outputs. The rubber bushes in the rear A-frame need to be replaced regularly, but it's an easy enough job to put right. A five-speed Ford Sierra gearbox is the best all-round choice as Caterham's own six-speed gearbox suffered teething problems in the early days, but these were pretty resolved by 1996



A must for any wannabe 7 owner is to obtain this comprehensive book first of all, written by owner and motoring journalist Chris Rees

Like the road racers 7 are, setting up the geometry and making sure the basics are spot on makes more of an improvement than many mods

Established 1966

Established as one of the leaders in the field of vintage and classic car sales and restoration, with over 200 years of combine experience, winners of many major Concours d'Elegance Awards



1968 MGC ROADSTER. White, Black interior piped White, Black Mohair Hood. Retains its 'original' reg. number 'OOB 21G', Stainless Sports Exhaust, Spax Shocks Conversion front and rear. Painted Wire Wheels. History over many years, invoices, photographs, Original Sales Brochure etc. Undergoing preparation in our workshops. Been used for touring in the UK/Europe. Nice, & original!

WAS £31,995 NOW £27,995



1961 MGA ROADSTER MK2. Chariot red with black trim. Bob West restoration some years ago and still stunning throughout.

RHD £34,995



1974 MGB 1.8 ROADSTER - OVERDRIVE. Citron yellow with black interior and hood. One of the last chrome bumper B's, restored a few years ago, remaining in the same superb condition to this day. Ideal start to Classic Motoring, will provide much enjoyment for years to come.

RHD £10,995



1994 PORSCHE 968 CABRIOLET - TIPTRONIC. Grand Prix white with black hide and hood. True modern classic. Has been used for touring at home and abroad and maintained to the highest standards regardless of cost.

RHD £19,995



1994 PORSCHE 968 SPORT LUX - 6 SPEED MANUAL. Speed yellow with black interior. Aesthetically and mechanically superb. Modern classic that is tipped as one to buy whilst still affordable.

RHD - was £25,995 NOW £22,995



1955 AUSTIN HEALEY 100/4 BN1. Old English white with red trim, hood and tonneau. A matching numbers example and in truly outstanding condition throughout. Complete ground up restoration to the very highest of standards. An appreciating asset that is quickly catching up its 3000 litre stable mates in value and desirability.

RHD - was £69,995 NOW £54,995



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HALL OF FAME



One man's vision over 40 years ago resulted in the world's best selling sports car that arrived on our shores 10 years later. And after a million sales, is as popular as ever

When Mazda's MX-5 finally came to our shores 30 years ago it not only reignited the affordable sports car market that was all but dead but also introduced two-seater motoring to the masses who before would haven't dreamt of such a thing.

First introduced in 1989, debuting at the 1989 Chicago Motor Show, its path to becoming the World's best ever selling sports car wasn't plain sailing and on numerous occasions faced the chop. But thanks to combined efforts of dedicated enthusiasts in Japan, United States and the UK the MX-5's success, now on its fourth generation, continues to grow.

We have a British classic-loving American to thank for the MX-5, the renowned motor noter Bob Hall, who, in 1979, told Mazda md Kenichi Yamatoto what the motoring world needed was a good looking conventional, affordable sports car based upon proven hardware already in production to save costs, just like old MGs and TRs did. Despite having no design or engineering qualifications, he joined Mazda in the early 1980s

and soon started to push the idea through once Mazda's North American Product Planning and Research Division was opened in 1983. Hall later on admitted it was not a well liked project as many company management staff thought the whole idea was an utter waste of time and money as the world had moved on from the days of his beloved MG and Triumph TRs.

In 1983, the concept (known as LWS – Lightweight Sportscar) was given the thumbs up and labelled Offline Go Go, so work got underway at Mazda's California and Tokyo sites. The American team came up with a traditional front-engine, rear-wheel drive layout derived from the 323 family car labelled the Duo 101, which, despite some opposition from the Japanese, eventually made it through to the next stage. In 1986, after initially rejecting the US design team's first proposals, the project was finally approved for production under the name P729.

The Japanese were historically renowned for copying tried and tested designs but also making them better in the process



For many the Elan-looking Mk1 holds the most appeal



MX-5 racing has become popular in budget motorsport



All interiors – this is the Mk2 – are well trimmed, roomy and comfortable



– which largely led to the demise of the once thriving British motorcycle industry! However, British sports cars were already largely dead and buried once MG and Triumph were killed off, so Mazda bought Midgets, MGBs and Spitfires to study along with a handful of Elans.

Yet while the MX-5 is virtually a clone of the Chapman classic, Mazda says not one part was copied although does admit the Lotus came the closest to the design brief. Hitting the UK market in 1990 badged as the MX-5, while in the United States it was known as the Miata, and in Japan, the Eunos Roadster, it seemed huge gamble as the car was introduced at a time when hot hatches were ruling the roads.

The first and purest generation (the NA model) with its pop-up headlamps, remained in

production until 1997. The second generation (NB model) joined the scene in spring '98, sporting a more refined and spacious interior, fixed headlamps but extra grunt – up to 143bhp in the form of the delightful 1.8i Sport.

The third strain (NC) model arrived in 2005 and represented the most fundamental shift in priorities. Now based upon the platform of the larger (rotary-powered) RX-8 the MX-5, while still a great sports car, was more aimed at non dyed-in-the-wool enthusiasts, highlighted by the addition of a powered solid roof option called the Roadster, the most sumptuous cabin yet and the option of automatic transmission.

The current Mk4 range which, some reckon now looks like a baby F-Type, saw a welcome return to the car's core values.

Remember when... **1990**

A UK in recession, a new Tory PM, conflict with Europe and tensions again flare up in the Middle East – so what's new! Here's some of the highlights...

The start of the Gulf war is caused by Iraq invading Kuwait that August.



On the political front after 15 years in power Maggie Thatcher is ousted as PM after a turbulent year which saw key cabinet ministers resign and nationwide demonstrations against the Poll Tax. She is succeeded by John Major in late November.

American President George H. W. Bush and Soviet Union leader Mikhail Gorbachev (who was elected in March) agree a treaty that June to ban chemical weapons. Gorbachev is also awarded Nobel Peace Prize come October for his efforts to end the Cold War.

In South Africa, President F.W. de Klerk grants the African National Congress to function once more. After world

wide pressure, he also frees political prisoner Nelson Mandela after 27 years of imprisonment, thereby ending Apartheid in that country.



At the end of the year, British and French workers meet some 40 metres under the English Channel's seabed so establishing the first land connection between the United Kingdom and the mainland of Europe for what's reckoned 8000 years.

In sport, in what's still regarded as boxing's biggest ever upset 'Iron' Mike Tyson is defeated by Buster Douglas, being knocked out in the 10th round. At 21 Stephen Hendry, becomes the youngest ever world snooker champion, Senna takes his second F1 World Championship and Man Utd win the FA Cup.

Three generations of classic MX-5s to appeal to different types of buyer, some not even enthusiasts... And like the VW Golf this classy yet classless Mazda is the default buying choice, scooping a *What Car?* COTY award every year since coming to the UK



The press and public took to the MX-5 like a duck to water. Here was an affordable (£14,249 at launch), accessible yet classy sports car which made you think like you were driving a Lotus Elan yet was as trustworthy as a Volkswagen Golf and with similar running costs. "Mazda has moved the goalposts with its new MX-5, unquestionably redolent of the '60's Elan. It is a long time since a major manufacturer produced such a car. It is the first time the Japanese have done so, and if the MX-5 proves to be a runaway success, as it currently threatens to do, we can be sure it won't be the last," said *Fast Lane*.

"For sheer, inexpensive fun, there is nothing to beat a well balanced, rear-wheel drive car with a front engine and a short gear lever rigidly mounted on a good, close-ratio five-speed gearbox that has all the charm and basic features of the traditional British sports car of the past with all the improvements modern techniques and computer-aided design have brought", said another report.

Only one detractor stuck his head above the parapet. One famous *CAR* columnist reckoned the MX-5, with its intentionally snick gear shift and retro dash was simply cynical gimmick and that if Mazda was so keen on showing us how to make a classic British roadster for modern use then it should have also designed in ill fitting doors, a leaky roof and even included a dashboard button just to deposit a shot of oil on the driveway...

Of course, with an MX-5 you'll avoid these 'pleasures' from the past. Instead, you'll have a highly useable and pleasing all weather sportster that boasts modern conveniences and it was these attributes that attracted the Mazda to a far wider audience than only sports car lovers. With a great fast-acting hood (with a powered metal-topped option on the Mk3), decent luggage capacity, suddenly Mr and Mrs Mainstream from Arcadia Avenue could also justify some fun, just like 20 years previously when the Capri came out, even though they weren't mad car lovers. And the MX-5 certainly hit the spot with women who now account for at least half of all buyers.

Yet far from antagonising the old "they don't make them like they used to" brigade, the classic world has also taken by the

Despite having the easiest hood to use, Mazda also launched this hard top option on the Mk3



modern MX-5 with a good many enthusiasts running them as daily drivers or neo classic second cars or even racing them in dedicated, cost effective championships. British sports car parts supplier David Manners calls the Mazda the 'New MGB' and it's difficult to argue against this view.

The MX-5 is the closest thing you'll get to the old Lotus Elan in terms of that classic feel. It handles beautifully, with precise steering and rifle bolt gear selection. The design credo for the MX-5 was the Japanese phrase 'Jinba ittai', which roughly translates as 'rider and horse as one' – and that's exactly what you get. None are tyre shredding slingshots, but are quick enough and the real beauty of the Mazda lies in its all round usability. This is a serious sports car that can be used for the daily grind without complaint or costs. At least 25-35mpg is easily achieved and maintenance is simple and minimal. The cockpit is snug and pleasingly leak-free with superb wet weather gear.

In short, the MX-5 is the perfect modern sports car.

Mazda well and truly put small roadsters back on the map and others weren't slow to offer me too alternatives, such as BMW's Z3, Audi's TT and the Mercedes SLK. There's not a day that goes by when you don't see them on our roads. Does this lack of exclusivity or an increasing dilution of enthusiast owners being replaced by enthusiastic users bother you? That's a personal decision but without the MX-5, this market sector would probably still be dead and buried. With the MX-5's million sales mark long surpassed, it has turned out to be not a bad call for some guy only going on little more than a gut feeling...



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The MG RV8 is the Queen B. Half a century on since the late legendary Ken Costello showed what a V8-powered MGBroadster could be like, MG finally got around to it almost 25 years later, long after the MGB was pensioned off. A limited run special, based upon the Heritage bodyshell, yet the RV8 is more than mere retro make over. In fact, it's claimed only five per cent of the RV8 was carried over from the old BGT V8; 20 per cent of the car used modified and re-tooled components, with the remaining 75 per cent of bits all new.

Strangely, despite giving MGB lovers the roadster that they've yearned for, not everyone is taken by this retro rethink, meaning prices are not that much higher than a normal 1.8 roadster and are cheaper than the inferior MGC.

There's no particular reason for this although for MGB owners thinking of trading up, it's not as cheap or as easy to maintain at home. But don't let that put

you off this honey B that makes a great Big Healey alternative having a similar character but with a modern twist.

MODEL CHOICE

There's only a singleton choice which ran from early 1993 to 1995 amassing 1985 sales with over 1500 shipped to Japan. A fair few of these have been repatriated and come with air con as standard although these are not everyone's cup of tea because the air conditioning unit steals a sizeable amount of passenger footwell leg room plus the system isn't that effective due to MG's hardly snug fitting old fashioned hood. Also the condition of Jap repats leaves something to be desired.

Colours can colour your decision. The majority were green, with Woodcote the most popular (1269). Good old BRG found 205 takers. Oxford Blue accounts for 258 cars, 'White gold' 12, Nightfire Red 150 and Flame Red 16. The rarest is clothed in Old English

White; just five were so painted – best check for crafty recent repaints and get the car verified by British Motor Heritage or the owners club if in doubt.

BEHIND THE WHEEL

With almost 200bhp, five speed transmission with limited slip diff, all housed in a reworked chassis, it's easy to run away with the idea that this MG is all new. The reality is that the RV8 is a reworked '60's car rather than a 1990's one but for many of us, this is all part of the reborn MG's charm having a touch of Morgan Plus 8 about it.

Performance from the 190bhp 236lbft of torque TVR-tuned 3.9-litre Rover V8 is hardly found lacking and the RV8 is much faster, especially mid-range, than the old Range Rover 137bhp engine used in the 1973 GTV8. The Land Rover five-speed transmission is far preferred to the ancient overdrive set up, too.

Where the RV8 disappoints is in its ultimate handling but experts, such as



Interior looks really inviting and cossets you like no other MGB although wind noise is loud as ever and trim is prone to become baggy but new covers are available. Air con robs passenger footwell space and few UK cars were specified of this option

“When you consider that the RV8 is the ultimate MGB, surely our best loved classic sports car, it’s surprising that prices aren’t higher than they are. Buy now but be prepared for dearer running costs warn experts”

HOW MANY LEFT?

ALL MODELS

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RV8 guru Clive Wheatley of v8parts.com, says it’s only due to the low rent Konis which were specified by Austin Rover to save a few bob instead of the brand’s better designs.

The standard dampers are in fact adjustable although this is to counter wear rather than fine tune them but with this area corrected –see later section – this thoroughly modernised MGB then wants for very little if you aren’t after TVR-style sensations.

Let’s not forget that first class cabin. Steeped in wood and leather, there’s a hint of old world Bentley about its ambience. MGB owners never had it so good in terms of comfort and feels nicely familiar although this includes the age old excessive wind noise annoyance. But this aside the RV8 is a nice, civilised tourer that’s in a different league to any Big Healey or Morgan Plus 8. There’s plenty of space for the usual touring clobber and

the boot space can be improved further by swapping the original spare with a Saab space saver of almost half the width; a popular play among RV8 owners we’re told.

MAKING ONE BETTER

A standard RV8 churns out – for many – a perfectly ample 195bhp, plus a diesel-like 236lbft of torque. A sprint to 60 in 5.9 seconds and 140mph is more than adequate for road use and if set up right (a session on a rolling road will achieve this) is hard to improve upon without spending a lot of money and effort. Unlike the earlier BGT V8, the RV8, is a modern installation boasting engine mapping and electronic fuel injection. As a result, you can have its ECU re-chipped for a tad more grunt as well as a sharper response from the likes of Superchips. Some owners report of good experiences of the RPI Optimax alternative which

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Queen B but despite rarity not all have been cared for

Originality

There were no official changes during the model's surprisingly short lifespan but there's plenty of aftermarket stuff around, so it's up for you to decide on their worth (such as engine and suspension mods). The original alloy wheels are hens' teeth and many are replaced by larger aftermarket replicas.

Body

Because RV8 was built on newer Heritage shells that were then zinc dipped during production, they don't rot as anything like as badly as old MGs, save for windscreen surrounds. Having said that, there's far too many scruffy cars around so check for past accident damage and repairs.

Engine

Usual Rover V8 bugbears are put down to lack of use and irregular oil changes all leading to the gumming up of oil ways and as a result promoting camshaft wear. Watch for blown exhaust manifolds (common with all Rover V8s). Head gasket failure not uncommon and budget for a new radiator as preventative maintenance.

Transmission

A hard life may lead to a short clutch one and Wheatley offers a new clutch kit complete with tougher metal carrier. The limited slip diff is known to play up; Wheatley has his own rebuild service as exchange Quaife units aren't available. The early (Land Rover) LT77 gearbox is the most durable and cheapest to fix, compared to the later R380 'box.

Running Gear

Steering is modified (unassisted) Land Rover Discovery. Check for worn wishbone bushes, can be replaced easily and cheaply enough. While you're at it, it's worth going for longer lasting polyurethane items. Bumpstops also wear out, but again new poly ones are available. Front springs tend to settle, leading to a nose-down stance.

Trim

Fancy woodwork can suffer from the veneer separating from backing. All interiors are cream leather. The seats and door trims soon become baggy, but Wheatley has new seat covers with carpets soon to follow. Hood essentially MGB but much dearer at over £1000.

increases torque and yet can also improve fuel consumption at the same time.

RV8 specialist Clive Wheatley reckons attending to the air filters and exhaust is the better first step. As MoT regulations state that limited production cars do not need catalytic converters, you can legally remove them (which may well be coming up for replacement anyway), gaining an extra 3bhp in an instant plus save the cost of their future replacement. However, MoT testers are not all in total agreement over this so check first! Wheatley recommends a stainless single box exhaust in its place, complete with larger tail pipes, which, if supplemented by a new ignition amplifier along with a set of sports HT leads for better sparks, will yield no less than an extra 20bhp as well as sounding a nicer exhaust note.

If you demand more then look to the camshaft, but be careful as while a wilder cam will give more top end power, it will be at the expense of the excellent torque. In the real world, if you never use more than 4000rpm on the road then you'll be worse off all round – and be poorer financially!

This stalwart of an engine also figures in later Range Rovers, and TVRs of course, in larger capacities, such as 4.2, 4.6. TVR units can be fitted into the RV8 with some mods – it's not overly difficult as the engines are inherently the same.

Better damping is essential, power steering desirable. Wheatley has developed his own dedicated Krypton gas-filled types, specifically for the car plus come with 28 adjustments for fine tuning for road and track work, and best of all, this can be done in situ. After this, another must-do is to fit



WHAT TO PAY

RV8 prices are starting to creep up although still trail those of the MGC and best BGT V8s. The mid 20s seems the current currency for Queen Bs but average ones can be a good ten grand less simply because, as one MGB specialist confided, "they don't wear too well" and deducts £5000 for Japanese cars to cover the work they usually require to bring into line. He also says interest in the RV8 ebbs and flows.

polyurethane bushes to the bottom wishbones, anti-roll bar and front cross member. Poly bushing the rear springs 'eyes', anti-roll bar and anti tramp bars to the axle is as much as you can do at the stern. One option worth considering, even on standard RV8s is electric power steering and the EZ system is said to work very well on the RV8.

MAINTENANCE MATTERS

As the RV8 is basically an MGB, you're in a good place for spares and DIY servicing yet strangely too many RV8s languish in a shabby state. Clive Wheatley puts this down to two owner related factors. The first are those who reckon, given the car's scarcity, all they need to do is to sit on it and watch their money grow all by itself (it will not). Second is caused by a swell of MGB owners who traded up to an RV8 but now can't afford to run one, (it uses Porsche 911 headlights for example) despite its commonality with the 1.8-litre roadster but the tide is turning with only good ones making top money.

As the RV8 was built on a zinc dipped Heritage shell, they don't rot as anything like as badly as old MGBs, save for windscreen surrounds (Wheatley offers better replacements). The original alloy wheels are now virtually non-existent but Clive makes his own retros in normal or larger 17in sizes to cater for lower profile tyres which he strongly advocates. Currently, the Continental Sport Contact 2s seem to suit the RV8 well (Khomas are a good cheaper alternative) and both are popular choices among RV8 owners adds the V8 registrar, part of the MG Car Club.

Mechanical parts supply isn't a particular issue and the Rover V8 is almost as old as the MGB. The Lucas fuel injection is reliable, it being the same as what you'll find under the bonnet of a Range Rover or Discovery and as a result, is uncomplicated yet effective – much like the engine management system. Usual Rover V8 bugbears are put down to lack of use and irregular oil changes leading to the gumming up of oil ways and promoting camshaft wear.

Lack of use doesn't do the brakes any favours either, especially the brake callipers which orientate from the BL Princess/Ambassador but fitted with unique expensive-to-replace spacers.

The RV8 is cared for by the V8 Register who can supply heaps of technical information and support, including a highly informative 60 page buying guide. It also warns owners not to conventionally tow one as both the gearbox and rear axle will be deprived of oil during such transportation and may well be damaged as a result.

Husband has found a perfect partner

Roger Husband found this rare ex NEC Motor Show White Gold coloured RV8 advertised in a club magazine after looking at several so-so Japanese imports. An ex Mini man, he finds the V8 a complete contrast and uses it regularly for relaxed comfy touring, achieving an easy 25mpg on a run. Husband's car came modified including a sports exhaust and larger 17inch wheels. During his ownership, it's been completely reliable, the only point being a worn clutch release bearing which he replaced with a tougher TVR part.



C/W: We bet RV8s will become future classics so the time to buy is now; original alloy extinct but these larger replicas from Wheatley are better than new; long-lived V8 has more than enough grunt as it is but can be easily upgunned if desired, note the sports air filter mod



Left: May look like an MGB but bulk of the body is unique meaning few parts are interchangeable – build is far superior to MGBs of old! Right: No shortage of tuning and personalising touches which you can add but originality will count the most in the future



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1972 MGB

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1964 MGB ROADSTER

Pull door handle car, Iris blue, Black /white trim. Excellent restored car done a while ago but still excellent. O/drive, interior really as good as new, lovely engine bay, alloy bonnet, w/wheels, original steering wheel. Fitted with better 5 brg engine, original banjo axle. A superb older restoration and ready to enjoy with no work required. £15,995



1966 GIULIA 1300 TI

Grey, Maroon trim. Registered 1966, imported 2005. 3 owner car. Campagnola type alloy 15" wheels. This rare Alfa is in remarkable original condition, body is superb, the interior is the best we have ever seen, original door cards seats and rubber floor mats. The stainless brightware is superb. Examples this original don't become available very often. £19,995



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MIDLANDS' MARVELS



British sports cars once ruled the World – and they still do as classics. Here's a fistful of fun to consider with prices as low as just two grand

Mazda's enchanting MX-5 may be the World's best selling sports car, but for many classic lovers only a true blue British brand will do which is MGBs and Triumph TRs remain so popular despite both pushing 60 years of age.

With the exception of the lithe Lotus Elan, British sports cars

withered on the vine for decades, the only notable newcomer being the Jensen-Healey which, on paper, promised to sweep all before it. Sadly, this under-developed Lotus-powered sports car was launched just before the 1973 Energy Crisis which helped kill not only the car, but also Jensen off by 1976. It looked the end of the line

for sports cars until Reliant, of all people, launched the oddly-styled SS1 during the mid 80s. It was a bold stab before MX-5 came along in '90 making everything else redundant.

As classics this Brit bunch is another matter. A traditional design ensures easy DIY maintenance and tinkering – which for many enthusiasts is part of the fun.

Which car really has you smiling the most though?

WHICH ONE TO BUY

1ST MGB | 2ND TR4 | 3RD ALPINE | 4TH J-H | 5TH RELIANT

If you want to add common sense into the equation the MGB stands head and shoulders above the rest. Steadily improved over nearly two



Interior is well planned and comfier than a Midget if a tad kit-car feeling



Nifty Nissan turbo is quick but Ford units easier to look after



Lusty engine is one of the TR's best points and easily improved



Interior was improved for 4A with wood dash

decades, in both roadster or the hatchback GT guises, the biggest alterations occurred for '75 with the fitting of those infamous rubber-bumpers which did the car's still graceful style no favours, and even less to the handling thanks to a raised ride height. On the plus side these versions are the cheapest of all MGBs by some way, followed by the 'black fronted' nose of the early 1970s.

In contrast, most valuable are the early 'pull handle' versions but value aside for the majority the post 1967 Mk2 (sporting better gearbox and brakes) and Mark IIIs from October 1971 (cloth seats, better hood and return of the traditional chrome front grille for '73) are the best all rounders. If you opt for a r/b, 1978 model year cars are the best as the suspension was already revised and roadster gained an improved hood.

Triumph's TR4 was the bridge between the post-war Morgan-like TR2/3 and the not so ancient Healey-like TR5/6. It's an often overlooked fact that the TR4 was actually a 2+2 (albeit only with the hood folded and a tight fit at that)

while the novel Surrey top – which is more like a Targa – was certainly preferable and quicker to use than the antique tent-framed hood.

This optional headgear was part of the 1964 '4A' revamp which also gave way to a nicer cockpit and, crucially, independent rear suspension taken from the 2000

saloon. On the one hand it adds 100lb to the weight but the superior stern does much to improve the ride if not the TR's handling.

Sunbeam's Alpine was never seen as a serious sports car like the MG or TR but as a softer option, hardly helped by being based upon the commercial van Husky platform. Launched way before the Triumph and MG, five iterations were offered, chiefly majoring on engine size and power changes although a beefier anti-roll bar and more modern (telescopic rather than lever arm) rear dampers sharpened the soft handling no end on the 1963 SIII.

This second generation, boasting a 1600cc engine lasted for three years and was the most popular Alpine of them all, amounting to almost 20,000 sales. The Series V, introduced mid '65; now back on twin carbs after a brief flirtation with a single twin-choke affair to please dealers in America. Now sporting the 1725cc engine it was rated at 92bhp rather than 88bhp elsewhere thanks to a special camshaft although according to marque expert Chris Draycott whether it's still there due to past engine swaps or rebuilds is highly debatable.

Jensen's all new Healey promised great things although it never was a replacement for the Big Healey.

It was mix and match of proprietary parts: Lotus 16V engine, Sunbeam Rapier transmission, Vauxhall Viva suspension and brakes... a tasty recipe! Early cars gained a poor reputation leading to a hurriedly rehashed Mk2 for 1974 with improved build and a more durable Lotus lump. A five-speed

gearbox was fitted too along with closed coupé called the Jensen GT. If you look at this as a posher MGB GT you're not far wrong and for much the same money – worth chewing over if that's what you're after.

Last but not least there's the Reliant SS1 which is a modern Frogeye and as much fun. Short for 'Small Sports', the quirkily styled Reliant was designed by Triumph stylist supremo Michelotti and it was to be the last car he styled before his death. It was hardly his best effort...

A redesign in 1988 (SS2) together with another hefty restyle in 1990 (by William Towns, of Aston DBS fame), didn't do anything to halt the dwindling interest. Ford FWD Escort engines (1.3 and 1.6, with the 1.4-litre superseding the earlier 1.3) dominated but there was also a potent Nissan 1.8Ti power plant, before the delightfully crisp 1.4 Rover K-Series was listed. The car ran from 1984 to 1995, renamed Sabre in 1992.

Both the MG and Triumph have security in numbers otherwise, the Alpine is a nice too often ignored alternative, the Jensen-Healey (when well sorted) what a modern TR or B should have been by the 1970s and the 1980's Reliant worth some consideration as a cheap starter sports classic.

WHAT'S BEST TO DRIVE

1ST RELIANT | 2ND J-H | 3RD TR4 & MGB | 5TH ALPINE

What a turn up! The Reliant may not be the prettiest sketched sports car ever but it goes better than its looks as a test drive will instantly confirm. This modern Midget has a chassis that wouldn't disgrace an Elan and



Masculine TR4 looks will count for many. Targa top is good

it's been likened to a Caterham but with more civility and room.

The Ford engines are perky but the real humdinger is the 135bhp 1.8-litre turbo which spiced up this fibreglass fun loving sportier.

If driving thrills are important, the Reliant may overcome your quite understandable prejudices...

The heady components cocktail of the Jensen-Healey promises much. With its (highly regarded in its day) Viva suspension and exotic Lotus engine, the Jensen-Healey is the next best driving performer even if it doesn't have the sense of occasion like a TR or MG. Handling is from a different generation and the detuned Esprit 16V unit – if in good order – is fast even by today's standards if not particularly refined when given its head, enabling a sprint to 60 in under eight seconds.

Where the J-H disappoints is in its handling which is too soft for a serious sports car although easily amended. The car's plus points include an excellent driving position, five-speed transmission and good refinement even if the hood's poor fit spoils touring.

Equal third belongs to the familiar MGB and TR4 of an earlier time. Both feel a lot more vintage to drive but that's not a criticism as they serve up their own kind of fun. The Triumph needs a more scruff-of-the-neck approach and you need to decide whether you want the rigid axle TR4 or the sophisticated 4A and opinions differ greatly about this; the earlier models benefit in handling and agility but the latter sports superior comfort and roadholding to the detriment of lugging 100lb of added weight about. In all honesty, if you are unfamiliar with the Triumph it's best to compare the two if possible.

The TR4's 2.1-litre engine is appreciably lustier than the 1798cc MGB unit which is saying something as the evergreen B-Series is renowned for its muscle if not a knockout punch. The MG's handling was initially praised for its sheer predictability and controllability but the advent of rubber bumpers and raised ride heights ruined all that which the 1977 revise didn't fully rectify. You soon notice the difference if you compare the two generations but, on the other hand, the later car's ride is notably improved and r/bs make better motorway cars although most have been lowered back to original spec



Controllability is MGB watchword but r/bs aren't half as nice

by now. Of the two, the MG is the lighter to drive than the Morgan-like TR which feels the more meatier.

Even less taxing is the older-feeling Sunbeam Alpine which is less inclined to be hurriedly hustled cross-country with flair. Comparisons with the MGB are inevitable, and justified, yet the Rootes effort is the sweeter running car although more of an urbane tourer than an out-and-out sportster but some may prefer this character.

The MG and Triumph, both have the benefit of a precise rack and pinion steering, unlike the Sunbeam, although common with this threesome is overdrive that's warmly appreciated on a run.

An even easier time is offered by the Alpine (which, like the MG, had an auto option) but on the other hand it's not as fleet of foot, even with the latter 1725cc engine up front. Alpine expert Draycott reckons 98 per cent of today's Alpine engines are not running on the special '298' camshaft that was unique to the car but on the other hand, you now discover many are fitted with the racey if peaky Rapier H120 engine.



Cockpit is generally fine, jazzed up r/b trim not as classy

To sum up, Caterham-style fun lies with the Reliants and a general pleasant sporty time with the, Triumph, MG and Sunbeam in that order. The Jensen-Healey sits somewhere in between but with an improved suspension (easily sorted, inexpensively) could be the best of the lot. It rather depends what you want from your sports car.

IMPROVEMENT POTENTIAL

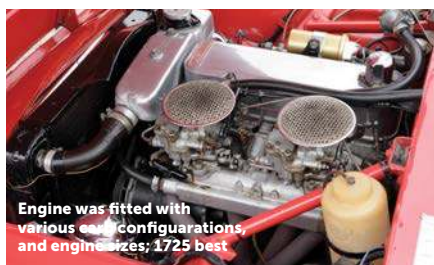
1ST MGB & TR4 | 3RD J-H | 4TH RELIANT | 5TH ALPINE

It goes without saying that the MG and Triumph triumph in this respect given the wide scope of time honoured off-the-shelf inexpensive improvements available, many club accepted as they enhance rather than detract from the car's characters. The Jensen-Healey has a heck of a lot of hidden potential. It's quick enough in good tune, and easily uprated to Esprit spec and beyond 200bhp, so really the suspension is the first port of call as strangely the car lacks the anti-roll bars usually fitted to the Vauxhall Viva/Firenze suspension. Some owners have slotted in the Rover V8, to make it the sports car Healey once said he should have done right from the start...

The Reliant can be turned into a rapid roadster quite easily with proprietary parts and the Nissan



Stalwart B-Series lopes along well, with copious torque



Engine was fitted with various configurations and engine sizes; 1725 best



Sunbeam cockpit feels the sturdiest and is comfortable



Alpine may be less overtly sporting than rest but has a charm of its own

Turbo hardly needs extra grunt unlike the stock Metro brakes ideally need uprating even for standard Reliants. The Alpine can be turned into a Tiger beater although takes a lot of work. Draycott is your man at sunclassic@aol.com.

OWNING AND RUNNING

1ST MGB & TR4 | 3RD ALPINE & J-H | 5TH RELIANT

The old guard understandably scores heavily and there's little to split the MG and Triumph marques – perhaps the former fares the best as replacement bodysells are offered, albeit at a price, which puts them out of reach for the majority of owners. Both are easy to maintain at the kerb and there's no shortage of specialist or owner club help either.

Support for the Alpine is nowhere near as widespread although thanks to the unstinting effects of the AROC and Chris

Draycott all what you need is out there – somewhere – and the Sunbeam is as super simple to maintain as a Hillman Minx which can donate many parts. Sunbeamalpinetigerspares.co.uk and sunbeamspares.com are the best places to know.

Engine by Lotus, transmission by Chrysler, suspension by Vauxhall... and development done by owners? was a well-used Jensen-Healey quip although as its owners club points out, reliability was in reality no worse than many other cars from that era and thanks to specialists like Rejen and Martin Robey, good stocks of spares are becoming available.

As the Reliant is another classic that's forgotten, historically low prices result in neglect. The SS1-Sabre is no exception and chassis rot is a major concern as new frames aren't available, later ones were galvanised, however. Corroding suspension

wishbones are a worry as these are modified Opel Kadett ones now only available from Germany. The Nissan turbo unit can prove pricey to repair unlike the Ford and Rover units.

AND THE WINNER IS...

1ST MGB | 2ND TR4 | 3RD J-H | 4TH ALPINE | 5TH SS1

All five serve up fun in their own special way. Logically speaking, the MGB and TR4 are the wisest, almost default buys, if for no other reason that they are the simplest to own and sell plus everybody loves them be at a show or in a pub car park on a sunny Sunday. With TR4 values soaring, the MGB ultimately scores with its better affordability and availability.

The Jensen-Healey is coming of age – and about time too. Granted the car's nondescript Spitfire on steroids styling never won many friends over the decades but there's a cracking cultured classic just waiting

to come out – buy now while they're still great bargains.

Alpines are nice, stylish easy going tourers having a unique 50's style. The Rootes' roadster isn't as sporty as a rival MGB or TR4 even though they were successful racers in their day but they have a certain something about them and are much cheaper than a TR4.

The Reliant may come last but it is certainly not least and if you want pure driving fun then it should be right at the top. The SS1/SST and later Sabre are a hoot although those looks and a kit car feel always count against this Tamworth tearaway but what value at less than £2000.

However, our money would go on a Jensen-Healey. Far more modern than an MGB or TR it's more like a British Alfa Romeo Spider in concept or an interpretation of a 'new' Lotus Elan, before the MX-5 came along. That can't be bad, can it?



Spitfire-like looks has aged well and J-H is a future classic going cheap



J-H has best environment of all and great for touring



Exotic engine is fast if unrefined. Early ones troublesome



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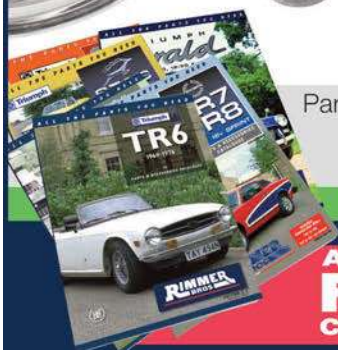
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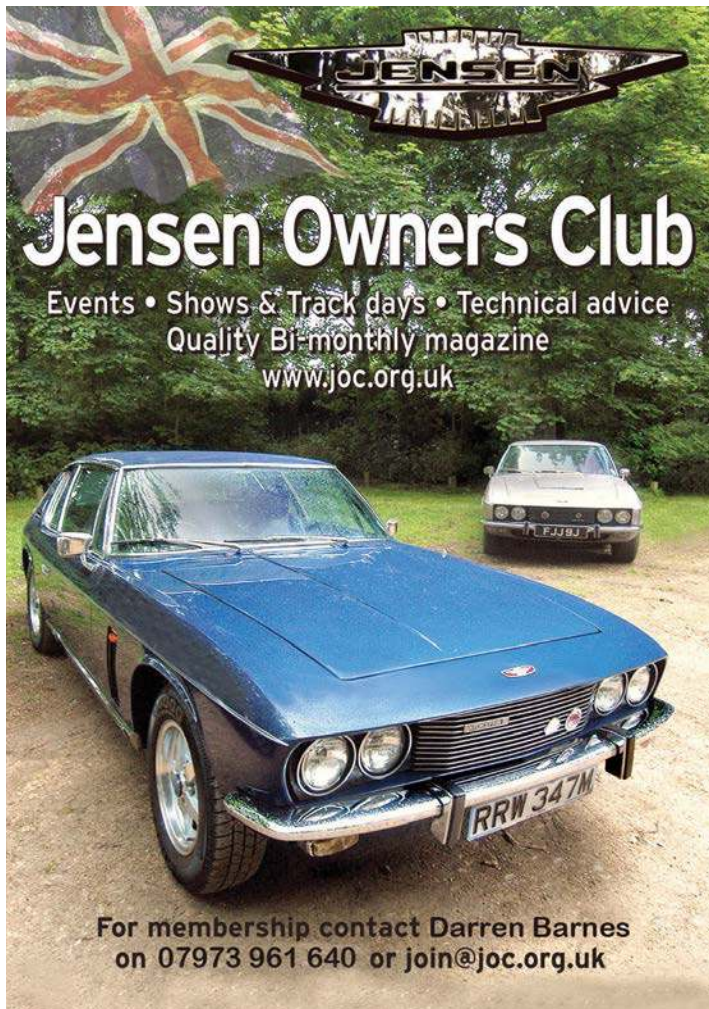


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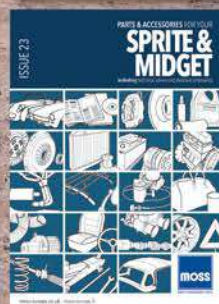
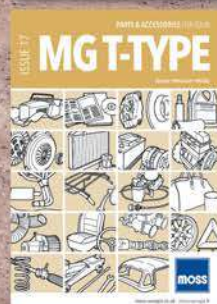
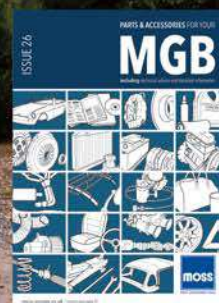
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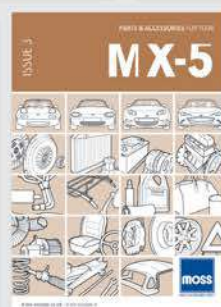
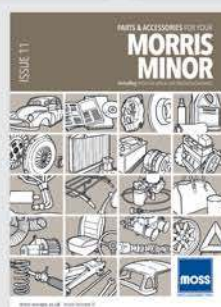
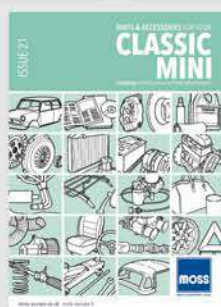
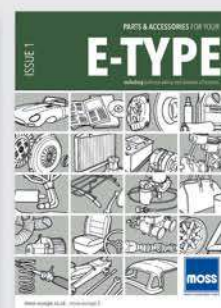
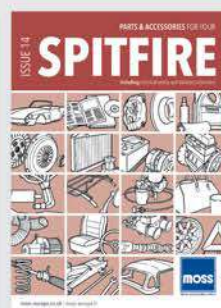
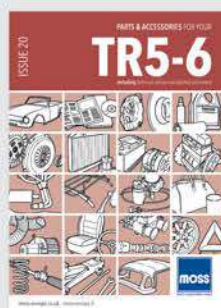
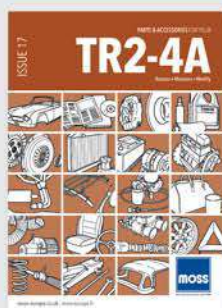
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There isn't another classic like the Morris Minor – and there probably never will be. Available with a range of engines and body styles, the Minor is served by a brilliant club and a band of excellent specialists – and, thanks to a host of upgrades, it's possible to run one of these charming machines on an everyday basis. The ideal starter classic for new drivers, the Minor offers practicality, affordability, ease of maintenance and certain style which appeals to a wide audience. Can this include you?

TIMELINES

1948 Morris Minor launched powered by a frankly lethargic 918cc side-valve taken from the old Morris 8.

1952 Merger of Austin and Morris to create the great British Motor Corporation results in the better 803cc A Series OHV engine being fitted to create the Series II Minor.

1953 Wood-framed Traveller estate added to range, using the same shell as the saloon but with dedicated aluminium for sides and rear roof section.

1954 Facelift includes new grille design, repositioned sidelights. Inside, the circular speedo face is enlarged and also moved to the central position where it remained.

1956 Minor 1000 arrives with engine enlarged to 948cc together with a better gearbox and axle ratio make it genuine 70mph car that's now identified by with single-piece screen.

1960 One millionth model made; first British car to reach milestone celebrated by special Lilac coloured limited edition of which 3500 were made (beware of fakes).

1962 Lustier 1098cc engine, better axle ratio and revised gearing.

1963 Claphand wipers are moved to park on the left. Larger front and rear lamps with separate amber flashers fitted.

1965 Combined ignition key/starter, three wired-spoke steering wheel gives way to two-spoke plastic design.

1969 Convertible sadly discontinued, while saloon production continues until November '70.

1971 Last ever, the Traveller is built but vans and pick-ups survived in service until 1978 with GPO.

DRIVING

They're a lot more fun than those Nurse Gladys Emmanuel looks would have you believe. They aren't quick – the 803cc unit is too slow for modern use – though the 1098cc models are quite brisk enough in town. All handle quite brilliantly for what they are, with sharp turn-in, beautifully responsive steering and predictable oversteer if pushed, especially if it's wet. The drum brakes work well enough too – in fact, we'd argue that a Minor is probably the ideal vehicle in which to learn how to control a car at low speeds in safety.

A fair chunk of cars are now upgraded with better brakes (front discs with or without servo assistance is most popular route) and a 1275cc engine and it really turns the Minor into a perky performer that's much happier on today's roads, especially if the gearing is raised or a five-speed gearbox is substituted.

BEST MODELS

All are great fun but it's the convertibles which hold the most charm although don't expect MX-5-like civility and refinement! As a working classic the estate Traveller takes some beating but folks are now also looking at the commercial variants which were

made long after the normal range was discontinued. Any pre-1000 model is best left to the purists and although the 948cc unit (which powered the first Sprite) is the sweetest engine, the later 1098cc unit is markedly the brisker.

Modded Minors are worth considering as many will incorporate the types of mods you well may be contemplating but major mods (some cars have Fiat twin cams and Rover V8s fitted!) are a matter of taste. Speak to an owners club for advice.

PRICES

There's a noticeable split here. The Tourer rag tops command the most money, the best proud of ten grand. In contrast, a comparable saloon can sell for half this amount with the Traveller, and most commercials somewhere in between. Millionth Minors have been known to sell for big bucks (close to £30K!!) but before you sign on the dotted, ensure it's not a fake and it takes an expert to sort one. Sympathetically altered cars may carry a premium as will bespoke builds such as Charles Ware's wares but major modded Minors may be difficult to shift at any price.

VERDICT

Utterly classless and unpretentious Morris Minors worm their way into your life like a loved pet and living without one doesn't seem quite the same. In other words, by all means buy a Morris Minor but don't be surprised if it becomes part of the family. Also the club social scene is second to none – another reason owners keep a hold of their Moggies.



Travellers make really fine workhorses and even daily dutiful drivers although costly wooden structure needs looking after



Saloons are most accessible and cheapest of the family, rag top Tourer, dearest. Beware of saloons changed to convertible



There's gaining interest in the commercials, pick-ups particularly but some vans were built as late as 1978



MAJOR MINORS

Ever considered a major Minor? The larger, roomier Wolseley 1500 and the sportier twin carb Riley 1.5 was designed to replace the original in the late 1950s but instead was given to these more upmarket marques. They have a similar character to the Minor and sport the larger 1.5-litre B Series engine and a luxurious interior yet values strangely lag enough to make one a tempting alternative



JUNIOR MINORS

The junior Minor pedal car has returned after almost 30 years. Similar in size to the better known Austin J40, the Junior Minors are hand-built each carrying their own chassis numbers and available in Oxford Blue, Old English White and British Racing Green. Minor specialist East Sussex Minors (ESM) is looking after the sales, with prices at £2950 (inc VAT), which just about gets you a half decent saloon! However, these miniature Minors will be collectors' items

TOP FIVE FAULTS

GENERAL

Watch for converted saloons into drop-tops. Done properly is quite okay, but such conversions are passed off as genuine cars and similarly charged! You can have a brand 'new' Minor made by the likes of Charles Ware's Morris Minor Centre to your own spec which could be a cost effective move in the long run. Many cars are uprated to some degree so best check the workmanship

BODY

There's a good chance a middling Minor is hiding structural corrosion somewhere. Rear chassis extensions, suspension hangers and front chassis legs let go as does the front crossmember – the rest is fixable though. Woodwork on Travellers is structural so needs checking with care and watch for bodes. Repair sections available but can cost £2000 plus professionally fitted

ENGINE

Few worries here thanks to robust design but can become noisy and smoke profusely when worn. Rattles are usually the tappets or camshaft wear and engines ideally need an unleaded cylinder head conversion. Replacement engines are attainable enough and overhauling can be done with engine in situ for DIY owners. Marina/Midget 1275 unit works a treat

MODIFICATIONS

Moggies respond well to tweaks, if done right. Five-speeds are popular but unless the 1275 unit is used or existing engine is uprated makes 'fifth' almost useless due to lack of guts – a taller axle ratio can be a better solution. Front discs work well but some advise only having the servo work the front brakes. Generally, owners are only after mild, intelligent modifications

RUNNING GEAR

Trunnions and swivel pins wear out. At the rear, check leaf springs are ok especially the front mountings. The brake master cylinder resides inside the chassis rail consequently it suffers. Gearboxes and axles can be noisy and only 1098cc cars have good a supply. Car stalls with clutch disengaged? It could be crankshaft thrust washer wear meaning a strip down

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THE **WRITE** STUFF

Few cars are born classics meaning they suffer the slings and arrows of the motoring press through their life. But the Morgan Plus 8 has to be one of those rare exceptions

The Morgan Plus 8 was born out of necessity. The demise of the old Triumph TR4 in the late 1960s also signalled the end of its famous four-cylinder engine which had served the company's TR sports cars and Ferguson tractors for so long so well, meaning that the Malvern sports car company had to find a new power unit for its Plus 4.

How the Rover unit found its way into the Morgan depends which story you want to believe. One is that, tipped off about the TR5 PI, Morgan started to look at some options which included Ford's new V4 and V6 engines along with a V8 of some sort. The other tale is that Triumph's rival, Rover, approached the specialist company to help make a Rover sports car in a bid to change its staid image using its newly acquired ex-Buick 3.5-litre V8 which was soon to find a welcome home in the elderly P5 (*also featured in this issue-ed*).

Peter Morgan turned down Rover's offer but said he would like the engines instead! Not surprisingly, Rover was, initially, cagey over the idea so Morgan had to find his own Buick units. By mid 1967, Morgan still weren't being delivered the promised engines from abroad so Peter Morgan arranged for a meeting with British



Leyland's head Sir Donald Stokes. Instead, he got a visit by Triumph's head Harry Webster and George Turnbull, managing director of Austin Morris. Talk about good fortune...

With the new 155bhp engine came the new name, the Plus 8 – and the most unlikely of super cars. *Autocar* was the first to get its hands on the car and said of this new antique, "If you think more than 4.5 inches of front suspension movement is cissy, that a quickly erected top and winding windows is effete and that beat-proof synchromesh is a sign of decay, then here is a car for you." Amused by the dent made in the top of the air filter's casing to allow the engine to clear the bonnet, nevertheless the magazine mightily

approved of the Morgan's new prestige and pace, although test drivers criticised other aspects on a design, already some 30 years old by now.

"There's a lot which could be better, but there's an awful lot right", such as the old fashioned all elbows steering it judged. Yet, in contrast, the esteemed ex-ERA racer, moustached, deerstalker-wearing John Bolster (writing for *Autosport*) considered the antiquated tiller set up "light and positive" and drawbacks of the ancient chassis was, in his view, "glued to the road... delightfully quiet" (*oh really?-ed*) and any quirks or traits were just "all part of the traditional sports car image" before adding, "I always enjoy driving Morgans because they are built for the owner's pleasure".

Motor said the gearbox was as vintage as the car's styling and the ride so bad that roadholding suffers more than the passengers but "in the right conditions its rating as a fun car is very high indeed". "A true but primitive sports car" reckoned the prim and proper *Motorsport* magazine while *Road & Track* quipped in December 1968 that the Plus 8 "must be the newest old car in the world" and *World Car Guide* (*what was that?-ed*) simply remarked it's "One helluva lot of fun to drive".

These early appraisals rather set the tone for decades to come because fundamentally little of the design changed over the 36 year production run!

Testing a five-speed model sporting a clutch of other improvements (such as a better heater and more spacious cockpit) some ten years later, *Autocar* loved the excitement of it all, but – judging cars by 1977 standards – believed that the Plus 8 deserved a better chassis to make driving one easier. “The Plus 8, although tremendous fun, is needlessly hard work”. Rival *Motor* had its testers toasting their feet in a chilly March 1977 and liking its improved dash layout although said the same old faults remained. Yet as it rightly summarised, “What better way to spend a Sunday afternoon than thrashing along a country road, with the wind in your hair, the crackle of the exhaust in your ears and a smile on your face?”.

That same year, *Car & Driver* regarded the Plus 8 as “a different kind of repicar because it’s a replica of itself” yet summed up its test by stating “There’s definitely a place for the Morgan in this world”.

It was around about this time that the classic car movement was getting into top gear making this new old car almost unique in the market.

“It’s not a formula for everyday motoring... but tucked away in the garage beside a dull modern tin box waiting for the sun to shine – that’s a very different story” hailed *What Car?* of all people in ’84. It’s easy to envisage Morgans appealing to the more mature sort of enthusiast but the youthful GTi loving *Performance Car* was also smitten when testing the new 190bhp fuel injected version. “A car with this amount of poke seems almost obscene on the open road”, a young tester and part-time racer wrote, further adding, “We could



really appreciate the appeal of the marque, not as daily transport perhaps but as a fun car/adrenalin pump the Plus 8 has no peers”.

The switch to rack and pinion steering was a mixed blessing in some quarters, mind. While appreciably lightening the effort required, several test reports also commented on its lack of high speed feel and *Motor* added that “The bump steer may be all but eliminated but it requires a confident driver to a bumpy road at Porsche-speeds because the car can be thrown around at will.” “Totally impractical but great fun – when it’s in contact with the road” is how another magazine put it.

What can you compare a Morgan with? The reborn *Autocar* of the 80s thought a swanky sophisticated BMW M3 convertible – surely the polar opposite to the basic and brutal Plus 8 – was as good as anything in 1989 and concluded that with the German “You enjoy the car while in the Morgan you enjoy yourself”.

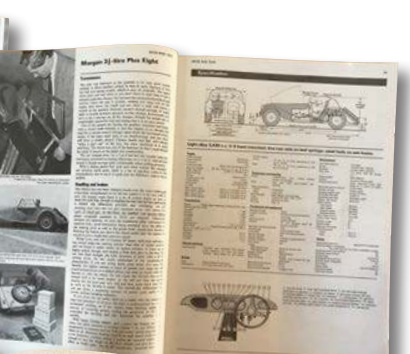
One *CAR* reader around that time vouched for that. “I am a worried man”, he wrote. “I have recently taken delivery of a brand new Morgan



Plus 8. It is dangerous due to phenomenal V8 power on tap combined with appalling handling. The build quality is at best dubious to say the least...” adding “the car leaks something chronic and can liken the steering to that of a Scammell truck.

“I have had to buy a Mini to use as second car as the Morgan is totally impractical as an everyday vehicle... So why am I a worried man? Because I love it, absolutely love it. It is worth a masochistic minute just to drive my Mog down an English country road on a fresh winter’s day with the hood down. Wonderful!”

Morgan has just announced that it will build its last traditional steel platform this year, shifting to aluminium, but while the materials may move with the times its sports cars remain true to their roots and long may it remain. “Sports cars come and sports cars go but the Morgan has outlived most of them,” hailed one feature – and that was back in 1968! More than half a century on the appeal of the potent Plus 8, however it’s served up, is strong as ever to enthusiasts of all ages who no doubt will be echoing long held views and sentiments from the past. And rightly so.



THEY SAID IT

How do you regularly road test a car that fundamentally remained unchanged for more than 30 years? It became a problem for the established motoring journals who understandably found themselves repeating previous views and let classic clichés creep into their copy. But surprisingly, when younger road testers belonging to newly launched magazines, got their hands on a Plus 8, far from writing the old timer off as an archaism, a relic that should have died years ago, they also became won over by the Morgan’s unique charms and character and it continues to this day. As one magazine put it “there’s definitely a place for the Morgan in this world”. Let’s hope it remains so...

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2005/54 Bentley Continental GT. Finished in Cypress with Saffron interior, with secondary hide in Beluga, matching Beluga carpets and Burr Walnut veneers. Fitted with Mulliner 19 inch split rim alloys. Only 79,000 miles with Full Service History. Immaculate throughout. **£23,950**



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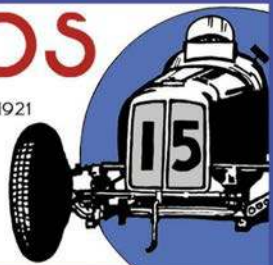
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ASTON MARTIN DB4-6

WHY SHOULD I BUY ONE?

Out of all the prestige sports cars from the true glory days of British motoring, one in particular stands head and shoulders above the rest; Aston's DB4-6. Fast, adept, sophisticated, beautiful, expensive and exclusive. Age has not diminished these attributes; if anything, it has enhanced them.

WHAT CAN I GET?

There's three iterations in coupé or Volante drophead form and even though it has the least power the first (DB4) is the purist. While later models are faster, handle better, are more refined and perhaps enjoy a higher social standing, nothing can touch the original DB4 for that undiluted interaction with the owner. The DB5 update was almost a new car thanks to a 4-litre engine, five-speed gearbox and all round disc brakes. However, that's by-the-by; for many the DB5 is *the* car thanks to its James Bond association and the most revered as a result. The DB6, with its longer more aerodynamic, body offers added space comfort and better high speed stability at the expense of raw pace. The MkII has superior seats, wider tyres and on certain versions fuel injection.



WHAT ARE THEY LIKE TO DRIVE?

Arguments rage over what's the best but, as later DBs became ever more the palatial GT, the DB4 remains true to its roots and the sports car of the strain. Despite having just 240bhp the car's compactness and lighter weight make this model agile and sharp. DB5 is the fastest out of the lot, particularly in 314bhp Vantage tune although the 282bhp normal dare feels quite adequate. The DB6 lacks the lean look of earlier DBs but the cabin is a much nicer place to be, especially four-up on long tours. Unlike earlier DBs, it can be considered a genuine 2+2 GT and a pretty comfortable and refined one plus that flip up tail and stiffer rear suspension gave the DB6 far preferable handling and high speed stability than previously. Autos are not liked!

WHAT ARE THEY LIKE TO LIVE WITH?

Exhilarating and exorbitantly expensive, there's no easy way to put it! There's no budget route to Aston ownership either as the dearest way is usually the cheapest bet in the long run. Really, you'd be mad not to entrust a top Aston specialist or the owners club to help you in your search; they know the best cars out there. And take your time when purchasing as there's no excuse to rush in and buy the first you see just to secure one before prices rise again as values, in general, have cooled noticeably of late. Condition is everything with this upper crust classic because if ever a car needed care when buying it's these old Astons although being low tech they are not impossible to maintain at home when the need arises even if specialist help is hugely desirable to maintain the car's value. In terms of prices, the DB5 is still the clear leader where half a million is needed for a good, but by no means, concours example followed by the DB4 and DB6, of which there's little in it at £400,000 and £300,000 respectively – Volantes cost considerably more on all cars however and LHD has little impact on residuals. Don't bank on a barn find as a sure-fire money earner as these can fetch £200K and you need this at least again to restore one properly.

JAGUAR E-TYPE

WHY SHOULD I BUY ONE?

The original bedroom poster pin up for many of us, has any car made such an impact as Jaguar's E-type? While not as scarce or as prestigious as the Astons, it's arguably the better all round car that's considerably less expensive to buy and own yet just as satisfying to have on the drive.

WHAT CAN I GET?

In common with the DB series, there's a handful of E-type variants but, unlike the Aston, the first of the breed – the 3.8 model remains the most coveted cat even though the 4.2 series of late '64 reaped many noteworthy improvements such as better seating and a more workable gearbox although the benefits of the bigger, torquier if less rev happy engine is still lost on some – try both to settle this argument for yourself. The Series 2 of 1968 brought added refinement and better brakes but the car started to lose its sports car character as a result and this became even more apparent with the advent of the larger, fatter, heavier S3 with that fabulous V12 unit. The bloated 2+2 fastback (standard on all S3s) lacks the drop dead gorgeous looks of the two-seaters but does enable small folk to be accommodated for short trips.



WHAT ARE THEY LIKE TO DRIVE?

The earlier the car, the sharper the cat's claws. The V12 makes the E-type the most relaxing and creamy performers on long journeys than the 'sixes' which certainly feels the most alert. The bloated S3 doesn't feel so agile around corners and the numb feeling power steering doesn't help either. Due to that engine's amazing flexibility the bulk are autos. In contrast, XK-powered E-types – especially when set up properly or improved with certain tweaks – feels like it's on hot bricks and will appeal to keener drivers. Sadly overdrive was never made an option and can do with an extra cog for touring, especially the fussy, lower geared and detuned US spec versions although it does mean better mid range urge than the UK cars can deliver.

WHAT ARE THEY LIKE TO LIVE WITH?

Neither an easy or difficult car to care for at home, specialists say you can spot a top resto a mile off and this is where the vast majority (although not all) of home builds come unstuck as experience counts here. The benefit of the earlier cars is parts availability as so many components are shared not only with saloon Jaguars but also other British Leyland marques. Apart from anything else, 57,000 XKEs were made compared with 15,000 V12s which justifies more specialist support for the six. Price-wise, despite slipping values all round, the XK models will always be worth the most but the gap has closed over the last few years with new-found respect being given to the S3. Top cats can still be £200,000 (perhaps add another 100K for the ultra rare flat floor models) with the V12 half this but the parity between S2 and S3 cars can be as little as ten grand at around £50K but recent UK auctions have thrown up some bargain US versions and you should be able to pick a half decent one up from around £25,000 or even less if still LHD. As many E-types aren't treated to a proper pricey conversion it may be best to leave it in that state. If you want a cheap E-type, it's the ideal time to buy now.



WE RECKON

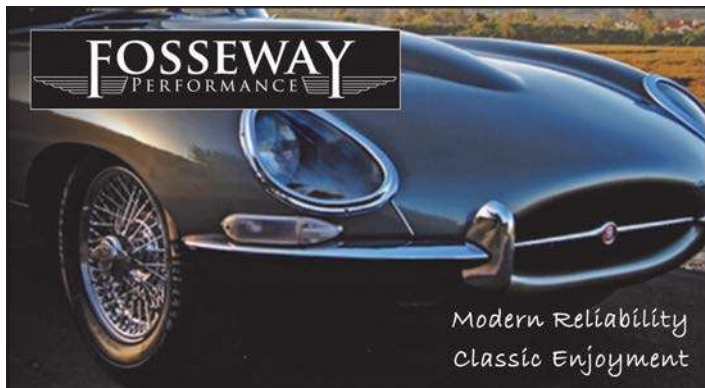
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VS



WE RECKON

Whatever E-type you choose, or can afford, you won't be disappointed with a good one. XKs are 'cat on hot bricks', the S3 the GT. What a wonderful dilemma to wrestle with!



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EACH MONTH WE PUT A TOP CLASSIC THROUGH ITS PACES

TEST DRIVE

Are Vauxhall's 1970's silver bullets as good as a VW Golf GTi or an Escort RS2000? We put to the test this overlooked pair to find out



The Firenza HP was killed off 45 years ago due to dismal sales – just 204 which was way short of the projected 1000 per year production run (although the 1973 Gulf War and resultant Energy Crisis also played a major part as MG also found out with its BGT V8 which was launched around the same time-ed) but it was a bold move by Vauxhall who, until then, weren't renowned for performance cars.

The Prince Henry and Velox 30/98 may have been Bentley rivals back in the 1920s but until the half-backed Victor-engined Viva GT came along in 1968, Luton showed little interest in satisfying the go-faster brigade. However, the 'Droopsnoot' (so called for its novel nose) Firenza proved Vauxhall, at last, had finally woken up and understood the burgeoning enthusiast's market.

Three years after the HP's demise the Chevette HS hit the showrooms after a two year delay, using the same 2279cc engine but now with a 16-valve twin cam cylinder head, chiefly for motorsport (Rallying) purposes and, like the Firenza, was ahead of the game and came with a five-speed gearbox.

Both these Luton classics are not only desirable but also handsomely undercut what an equivalent Escort usually sells for. Are they as good though?

ON THE MOVE

The HP was based on the upmarket Firenza, badged the Magnum, so it benefited with its much improved interior even if gloomy black dominates. Externally, the biggest talking point was its fibreglass nose cone which not only improved the coupé's inherent unbalanced looks but improved its somewhat poor aerodynamics to almost Citroën's slippery standards. The 2.3 engine's tune was raised from 110bhp to 131bhp care of an uprated cylinder head, camshaft, manifolds and a lightened flywheel; mods cribbed from the legendary Vauxhall tuner Bill Blydenstein and his 'Old Nail' Firenza racer!

The road going Chevette HS sports an exotic 16-valve twin cam cylinder head yet only produced four horse power to the good (135bhp) while its five-speed transmission was care of Getrag and not ZF unit as on the Firenza. The exterior is

tastefully body-kitted sharing a similar style 'safety' alloy wheel made by Avon, designed to keep the tyre on the rim in the event of a blow out. Inside it's a tartan army's delight with cloth covered sports seats and door cards and added instruments housed in a special centre console.

As expected, the smaller, lighter Chevette feels the more zesty and is as keen as mustard. The engine spins quite happily, if noisily to its 6250rpm redline and still feels pleasingly rapid (0-60mph 8.5 secs according to *Motor*). However, the weekly achieved the same sprint time for the higher-gear HP which also almost matches the HS for mid-range thrust as well thanks to a meatier torque curve, making it the easier to drive quickly in real world motoring. It would be more docile too if it wasn't for the characteristic Vauxhall low speed transmission grumbles that force you to trundle around town in third much of the time.

The HP's engine isn't as sportily sweet as the HS but it's not half as rough and asthmatic as the normal 2.3 unit and it's interesting to note that, despite the extra camshaft and valves, the HS unit doesn't rev any higher than the single cam engine. Vauxhall quoted 0-60mph in just 7.5 seconds but we don't know of any test which matched those times!

Chalk and cheese best describes their gearboxes. The HS's Getrag unit is a pure delight to use but the HP's ZF... Roundly criticised when new, it's no better now being heavy and clunky (the 'box was in fact also an option on certain Bedford CF vans) and incredibly noisy; whining on the move and rattling at idle. You wouldn't think it's pretty much the same 'box used by Aston! Most tests also criticised the 'dog-leg' first gear that's opposite reverse (racer-style) but we didn't mind this on both cars as the sheer torque on tap means that, when you're not in a hurry, you can by-pass it and start off in second with ease.

Apart from transmission grumbles the Firenza is the more civilised performer, riding much better and is notably quieter although it's still pretty raucous, especially the engine (and transmission). It's unfair to criticise the HS for its all round din and jarring ride as the car was designed as a road interpretation of the motorsport models – and if you like such an experience the HS Chevette won't disappoint but it does become wearing on longer drives when you're not in the mood.

ROUND THE CORNERS

Chalk and cheese again. Being a motorsport special the HS is the riot you want it to be. The Chevette was always a great handling (if not riding) supermini and the HS, with its fast 205 section tyres, takes it a stage further. Forty years on since this model was dropped (after 450 were made) it's still a class act that's as entertaining as an RS2000. The tail is so well glued to the road in the dry despite its firm suspension and short wheelbase becoming jiggly on less than smooth surfaces. It's a different matter when damp although oversteer rarely catches an alert driver out thanks to the sharp, sensitive steering. Think of the HS as a hot hatch Caterham...

The Firenza isn't so nimble and feels stodgier exhibiting more roll and understeer, meaning, unlike an Escort, is far more reluctant to display tail out tendencies even in the wet unless you're brutal with the throttle. But on the other hand the HP feels extremely secure and always "on your side". The ride is also more compliant than that of the stubbier Chevette.

GO OR NO GO

If you yearn for a different sort of performance classic this pair of vivacious Vauxhalls should be high on your shopping list. The Chevette appeals to the harder core enthusiast, the Firenza is better for the owner who appreciates more room and comfort. Our personal pick? It would be the HP Firenza fitted with the HS's engine and gearbox please...



Top: Great if you like tartan. Engine below still feels very fast



Top: Single cam 2.3 owes much to Blydenstein's earlier work and is full of guts. Interior (below) is plusher than RS Escort



PERFORMANCE

Very good; strong torque on both for lusty in gear pull

CRUISING

Inviting cockpits but both cars lack real mechanical refinement

HANDLING

By far their strongest suits, Chevette is the more fun

BRAKES

Up to the job but brake pedal is set a shade too high on Firenza for some (70's Vauxhall fault)

EASE OF USE

Both are practical and useable so mpg aside, can become daily drivers

PEDIGREE CHUM



Understated, underrated quietly impressive prestigious saloon that's as good as a Jaguar Mk2 in many respects and as handsome – yet handsomely cheaper to buy and run

THE FACTS

Best model? P5B Coupé
Worst model? Anything rusty
Budget buy: 3 Litre saloon
OK for unleaded? No, needs converting
Will it fit your garage? (mm) L4740 x W1780
Spares situation? Mechanically ok, body fair
DIY ease? No problems here
Club support? Pretty good
Appreciating asset? P5B gaining a following
Good buy or good-bye? A regal rival to any classic Jaguar of the same era

Anyone who has seen the 1970 film *The Man Who Haunted Himself* may recall a straight laced, bowler hatted Roger Moore (*in what he rated as one of his favourite films-ed*) driving an equally stiff upper lipped Rover P5 saloon while his more flamboyant alter ego enjoyed himself in no less than a Lamborghini Islero 400 S.

Dignity and decorum were Rover watchwords and the P5 epitomised what the carmaker stood for even in the modernistic 1970s, deemed good enough for Queens, mothers of Queens and Prime Ministers (Maggie Thatcher, Ted Heath, Harold Wilson and James Callaghan *et al*), all liking this sober suited saloon. So much so that when the P5 was pensioned off in 1973 (Rover never really replaced it with the SD1) special Governmental cars were kept in service right up until 1980.

This majestic Rover remains to be one of the best kept classic car secrets and let's face it – if the P5 is good enough for Royalty and heads of state then it should still be good enough for us!

HISTORY

1958 The P5 is Rover's first all monocoque construction although still using quirky IOE (part side valve inlet over exhaust) 115bhp 3-litre straight-six taken from the P4, enlarged to 2995cc.
1961 For 1960 front discs with a servo (thankfully) became standard. In July '61, the Mk1A ushered in minor trim changes such as quarter light vents and stainless steel wheel trims. Mechanically, improvements to the engine mounts and optional automatic transmission were order of the day.

1962 MkIIA surfaced with a Weslake-designed cylinder head for 121bhp. Also, the suspension was lowered – but the big news was the new Coupé, a sleeker styled saloon.

1963 Changes were slight for the MkIIB; the Coupé was unchanged but the saloon's steering ratio was revised to make it lighter.

1964/5 MkIIC saw standard power steering and two-speed wipers, while the MkIII of September '65 featured a mild facelift; chromed side strips, better seats and trim and improved heating with separate heating controls. Mechanically, a power increase to 134bhp was marshalled by a new Borg Warner automatic gearbox.

1967 Biggest change since launch was the P5b automatic with the now legendary Buick V8, with another 27bhp, plus considerable extra torque and much lighter weight, it gave Jag 420 performance. Apart from the engine visual improvements such as Rostyle wheels, side indicators and recessed front fog lights saw the light of day.

1968 Gearing revised (with yellow-coloured change-up points on the speedo) and improved rear seat room plus inertia reel belts for '72 before the range was discontinued a year later after almost 70,000 sales, with some not registered until 1975.

DRIVING AND PRESS COMMENTS

The 3 Litre saloons are stately cars and respond best to appropriate driving styles. Wafting is their preferred mode and this they do arguably better than the P5B hot rod. Thanks to the lower centre of gravity and a fat 2cwt weight reduction the 3.5-litre is the enthusiast's choice. *Motor* clocked its test car at a whisker under 120mph and hit 60mph in 9.5 seconds – although the auto 'box had to be worked like a manual to achieve this TR6-like performance. Both engines provide excellent cruising – the quietest being the 3 Litre that not only trumps the V8 but is also said by P5 aficionados to be as creamy as any Rolls.

Comfort levels – as would be expected of a car chosen by monarchs and ministers – are of a very high order thanks to good seats and a mellow ride.

The press chiefly agreed. *Motor* magazine summed up the old 3 Litre perfectly: "For less than half the price, you can buy a great deal more performance elsewhere. But for twice as much, it's hard to think of where you can get that much more refinement". *Autocar* concurred, "The outstanding characteristics of the 3-litre are its comfort and spaciousness, and the silence of running almost regardless of speed".

"Power with pomp" is how *Motor* headlined the P5b in 1967, the testers loving the P5's new found pace observing that those who regarded the Rover as "the finest London club on four wheels will now have to accept it as being the fastest as well".

VALUES AND SPECIALIST VIEW

When it comes to picking a P5, there's four options; P5 Saloon, P5 Coupé, P5b Saloon and P5b Coupé although, according to the official P5 owners' club, it's the 3.5 Litre that's the most popular accounting for 80 per cent of members. The club adds that the number on its books runs into four figures but obviously, not all are on the road and in terms of condition too many alas remain in a sorry state of affairs.

Everybody it seems wants the P5b Coupé and we can't blame them but condition counts the most even though the earliest cars from 1958-61 aren't the nicest because of their drum brakes and lack of power steering as well as speed. Opt for a later 3 Litre, and preferably a Westlake-headed one, because the car also gained a lower suspension.

Decent P5s start at around £5000, while the top 3.5 Litre Coupés fetch in the region of £12,000-£16,000 with really nice ones nudging the £20K barrier; saloons are valued at some £3000 lower, as are all 3 Litre models. The days of true bargain buys are almost over but when you consider how much equivalent Jaguars regularly sell for, P5s still represent exceptional value.

According to major spare parts supplier J.R. Wadhams (www.jrwadhams.co.uk), keeping this Rover's nose cold is not a problem as it can supply

the majority of mechanical parts needed, the only main exception being bearing shells for the straight six engines. The West Midlands outfit makes new sills, valances, chassis components, and part repair wing panels (plus made to order fibreglass rear wings) but says you do find NOS – New Old Stock – occasionally crop up on Ebay.

Apart from some Governmental and armed forces cars which may even wear T registrations (1979), all P5s are tax-exempt and classic car insurance quotes will also prove reasonable.

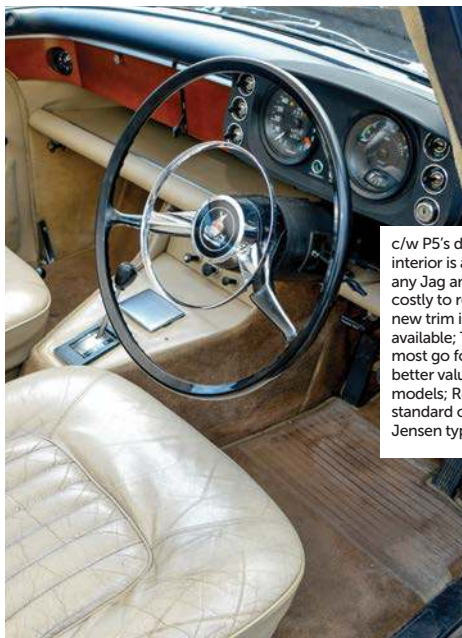
P5 owner Eddie Halling says, "These cars are the last of the stately Rovers. One of the most appealing things about it is that this was the last luxury car to be largely hand-made in Solihull," and adds "If you're aiming to buy one of these cars but you're worried, there's bound to be somebody within the club who can help you with a pre-purchase inspection."

IMPROVEMENTS

Letting this Rover off its leash isn't the done thing old boy but what a classic Q Car it makes. As this V8 started life in the P5 as a 3.5-litre delivering a quoted 160bhp and finally was pensioned off by Rover as a monster 200bhp 4.2 – with even more power coaxed out of it by TVR and Morgan – so choosing how fast you wish to go is easy. However, given that all V8s are autos it's best to refrain from hairy camshafts and the like as it will alter the torque curve and thus hinder the transmission.

The best route is to opt for a 3.9, 4.2 or 4.6 engine coupled to a later four-speed ZF auto which originate from Sherpa vans and ambulances plus some Volvos and the reason they are preferred over the usual SD1 'box is because they use a mechanically driven speedometer (the club has details). Or you can fit the LT77 five-speed manual.

All benefit with routine upgrades such as a new radiator, electronic ignition and so on but even if you are not a press-on type, if there's one area where all could do with a touch of tweaking then it's the inherently soft suspension that's probably far worse now due to inevitable age and wear.



c/w P5's drawing room interior is as inviting as any Jag and just as costly to restore and new trim isn't as readily available; This is the P5 most go for but there's better value in lesser models; Rostyle wheels standard on P5b Coupé, Jensen types also fit



Relax—and leave the crowd behind!

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performance 3-litre engine, rich interior, superb roadholding, long life, luxury value. See your Rover dealer. Choose the model you like. Rover has, indeed, driving at its throughout, here is Rover 3.5 Litre Saloon—Rover-engineered throughout!

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WHAT ELSE COULD I GET?



JAGUAR S-TYPE

A fairer comparison to the P5 is the Mk2 spin-off S-type that's roomier and better riding thanks to the MkX suspension which also gives it a handling advantage. Even better, but strangely overlooked, are the later 420/Daimler Sovereigns boasting the 4.2-litre XK unit, a far superior front suspension, brakes and steering yet are cheaper than S-types.



HUMBER HAWK/SNIPE

Even statelier than the Rover are these unfairly overlooked Humber saloons launched a year before the P5 and easily on par. Hawks rely on four-cylinders, Snipes and flagship Imperial have smoother six pots but all rely on an antiquated three-speed transmission. Old hat to drive but fine value all the same the best models come post 1963.



VAUXHALL PC SERIES CRESTA & VISCOUNT

Almost as prestigious are the strain of Vauxhall's Cresta range which for the PC included the Viscount, packed with more standard kit than either the Rover or Jag. No inferior to drive than the P5, the Vauxhall offers more room as well as metal for your money – bank on at least half the price of an equivalent P5 although spares and trim can be a big problem.



c/w Rear seat room is better than Jags, watch for delaminating wood and dash plus inevitable tired hides; Saloon has useful more headroom over Coupé, cheaper and looks statelier; IOE six is smoother than V8 but parts are becoming harder to source



POSITIVES OF P5 OWNERSHIP

Engines are ohv with the V8's tappets hydraulically set, in contrast the straight six's unusual 'semi sidevalve' design makes adjustment tricky and a main reason why so many don't run as well as they might. There's a lot of shared bits between the P4, P5 and early Land Rovers, which means there is a strong supply of new and second-hand parts. First ports of call are The Rover P5 Club (www.roverp5club.org.uk) and Rover P5.com. Good specialists to lend a helping hand include J.R. Wadhams, Ely Services, Roverpart RPI (Norfolk) and David Green.

ROVER ROT SPOTS

A P5 will cost as much as a Jaguar Mk2 to restore but without the financial rewards so be picky when buying as many have been bodged due to their lowly values – has recent shiny respray been carried out, for instance? One way to ascertain on the P5B coupé is to see if the pin stripping on the roof has been redone – which should contrast with the one on the body flanks.

Although the P5 is of unitary construction, there are stout chassis legs that sprout from the sills and rot out but it's probably sturdier than a Jag. Check the A-posts, outer rear wheelarches, jacking points and base of each D-post. Significant corrosion in this latter area will require removal of the rear wing, which is where costs will rack up. The sills are three-piece affairs – the outers cost around £150 and are easy to inspect, but the inner require crawling underneath. Other worrisome areas are the floors (naturally) and the bulkheads – check for rot and repairs around the screens, the car's 'snout', battery tray, front and rear valances and all inner wings.

Suspension points are another cause for concern; check the chassis legs and the rear suspension spring pick-up points (JR Wadhams can supply most of these parts). The front subframe is unlikely to give any major problems, but beware of corrosion around the torsion bar mounts and previous repairs or accident damage. Taking on basket case shouldn't be taken on lightly as a P5 will fight you all the way.



Majestic look of the P5 is a sight to behold and this Rover offers a lot of class for the money. Still want that Jag?



SMOOTH SIX OR A GREAT EIGHT?

Parts supplies for the V8 is no problem but the IOE 'six' are more difficult although P4 and Land Rovers can provide a source. Bores, valves and their guides and camshaft are main wear points but a low oil pressure isn't unusual and it's an inexpensive unit to recon or buy used (£500).

A poorly maintained, V8 eats its camshafts and rocker shafts and gummed up oil ways further lead to sticking hydraulic tappets and they can be rattly when cold but that's normal. Heads and their gaskets can fail (possibly due to corroded waterways due to spent anti-freeze) and exhaust manifolds, together with their gaskets, are well documented in-service failures.

Is it still the original engine or has a later one been substituted? This is no bad thing although it's said that the 3.9 is the safest swap as the other pair can suffer from cracking and porous blocks.

HAS ROVER HAD A DOG'S LIFE?

As it's a big beast, the P5's suspension may be worn. Check for no listing suggesting tired or even broken springs. The front torsion bars wear giving the wheels an exaggerated splayed out look and the car will as a result drive oddly. Similarly, the steering, with all those links, ball joints and bushes was always a bit sloppy from the showroom. If the tiller feels tight it points to someone adjusting the steering box to compensate. The PAS is a known leaker. The P5 started off with drum brakes all round. Apart from normal deterioration and lack of servicing, it's not an area to be duly concerned over although the original Girling servo is best replaced with the later Lockheed model when the need arises.

Most P5s are autos, a lazy old thing so expect a leisurely cog swapping but it shouldn't jerk or miss ratios. Check fluid state, does it smell burnt?

A pair of P5s profiled

Phil Hobin is reluctantly selling his immaculate P5b Coupé due to health problems. He's asking £22,000 which may seem a lot but he claims to have spent £35,000 over the 15 years of ownership.

"I owned a P5b coupé back in the 1980s, but unfortunately when petrol prices went up and up, being my only means of transport it wasn't economical to keep the car. Fast forward to 2005, I had a motorcycle accident and whilst recovering I had time to think about what I would do with my spare time after now giving up bikes.

"So after looking on the internet I discovered a set of P5b panels in excellent condition. Having missed the comfort and sound of my old car, I decided to purchase them, then went looking for a P5b that needed the panel's replacing. After buying a car that was in mechanically sound condition, but needed attention to the bodywork, I now had a hobby!

"Discovering that the car wasn't that mechanically sound, the engine, gearbox and torque converter was taken out and rebuilt, also the steering box was overhauled. Then the car was rebuilt with the new panels and resprayed. The interior was recovered and also had new carpets fitted. I also had the car converted to LPG".



Guy Muller owns the last factory build car and says his love affair with Rovers – and the P5b in particular – started at a very young age. "My dad always had a Rover of one sort or another, as our main family car as I grew up...and I can remember them all very well...

"My earliest clear memory of one though, is of kneeling up on the rear seat squab – behind my dad – as he drove his then two year-old Grey P5b Coupé at a VERY 'naughty' speed in about 1973...the roar of the V8 engine and the sight of the needle hovering just about as far around the large speedo as it could possibly go – along with the beautiful, shiny viking badge in the centre of the horn ring and the long, centre-line down the middle of the bonnet, have stayed firmly etched in my mind ever since!"

Guy saw this very late Grey 'M-Reg' car advertised by a gentleman in County Clare, Ireland and he studied the photos closely before organising a flight to Shannon the next day, to have a proper look.

"Although based in Ireland, it was originally a UK registered car and being an M-Reg, I knew it was going to be a very late one – however, to my surprise, it turned out to be the 12th from last one built and the latest known surviving 'line-build' car that was originally ordered by P&O, for its Director of Finance, where it remained in use with him until 1976 when it was sold and bought by the gentleman in Ireland, for export".

After 44 years of faithful service, the car needed plenty of work doing cosmetically, says Guy, but was 100 per cent solid and original in all the usual susceptible places, having been Ziebart undersealed when new.

Once back in Blighty, Guy carried out a part rebuild and respray that was finished last summer. Stop at a petrol-pump and someone will chat... stop at traffic-lights and someone will turn and give you the thumbs-up. It's great and genuinely feels like you're driving some sort of national treasure, like how the pilot of a Spitfire or Lancaster must have felt. People just love to see a P5 "far more so in fact, than my 1938 Rover 12!", says Guy who is a member of both the Rover P5 Owners Club and the Rover Sports Register who Guy says are both great clubs offering excellent advice to prospective owners. Specialist David Green, in Bury St Edmunds is Guy's usual go-to man for used (and certain new or reproduced) spares which aren't too difficult to obtain, he further enthuses.



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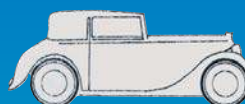
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MIDDLE AGED SPREAD AT THE NEC



The Lancaster Insurance Classic Motor Show, with Discovery (8-10th November) at the NEC celebrated its 35th birthday by being bigger and better than ever. Crowds in excess of 71,000 were drawn to the dazzling array of classics from more than 300 clubs and were invited to play the biggest ever game of Top Trumps, which was the theme of this year's event.

Wheeler Dealers' Mike Brewer hosted his usual 'Discovery Live Stage with Salvage Hunters: Classic Cars' Drew Pritchard and Paul Cowland, and the Goblin Works Garage team Jimmy De Ville, Helen Stanley and Ant Partridge appearing over the weekend. They were joined by BTTC driver Jason Plato and Shed and Buried star Henry Cole as well

as fantastic car parades and the three-day restoration of a Jaguar E-type, which sadly didn't finish. Still on Jags, a special display in honour of test driver legend Norman Dewis proved highly popular, not least because the E-type that he drove to the 1961 Geneva Motor Show (77RW) was part of this historic showcase put together as a tribute by the Jaguar Enthusiasts Club.

Of the 16 vehicles on the Meguiar's Club Showcase, it was Dave Rippard's quite charming 1959 Morris Mini Minor that received the top honours and the crystal trophy in one of the closest results to date.

The equally hotly contested Lancaster Insurance Pride of Ownership competition saw 20 diverse cars in the

final but it was Ted Brooke's 1961 Morris Minor Million that lifted the winner's trophy. Voted for by the visitors, second place went to Ian Cummins' 1991 Mazda MX-5 with Tahmid Haque's 1988 BMW E30 325i Sport coming third.

Out of all the cars, commercials and racers (and what could beat the beautiful yet brutal 1000bhp Sunoco Porsche 917/20 Cam-Am car of the 1970s on the Porsche stand?) on show, our personal favourite of the NEC show simply had to be the faithfully restored 1973 Ford Consul GT which appeared in the hard hitting 70's TV series *The Sweeney* and judging by the crowds flocking around the Copper Bronze coloured car (reckoned to be worth £100,000 said one expert), we weren't alone.





The Sporting Bears gave around 750 'Dream Rides', a ten-mile passenger ride in one of over 80 cars available over the weekend. They raised just under £30,000 for various UK childrens' charities. A special test for the RAC Rally of the Tests within the NEC halls saw the crowds tight to the barriers as over 60 cars ranging from Minis to Porsches tackled an agility test before heading back out onto the road. The event was won by Steve Entwistle and Mark Appleton in their Morris Mini Cooper S.

Silverstone Auctions' two-day sale saw some record breaking results with the ex-works 1955 'Le Mans' Triumph TR2 sold for £258,750 (smashing its £100,000 estimate), while a showroom fresh 2000-mile Jaguar XJ220 sold for £362,812, both including premium.

The 2020 show, will take place from 13-15 November and if you haven't been for a few years (it's not the cheapest of events to attend but worth it) start saving up now! www.necclassicmotorshow.com.



DROPPED

The Chateau Impney Hillclimb has been suddenly dropped after five years. The Droitwich venue – that proved so popular and well run that it even won a prestigious RAC 'event of the year' award in 2019 and, up until 7th January, was scheduled for 18-19 July – has not only been dramatically ditched, but the promoters and organisers could only issue a waffly statement, speaking of its "memorable experiences" and wanting "to bow out in style" but mentioned no reasons why such a successful event was killed off... As far as we know, the Coffee and Chrome Sundays (the first of 2020 took place on 12th January) will continue as before.



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EVENTS IN BRIEF

Who's your Landie legend?

Nominations are now open for the National Land Rover Awards 2020, the winners of which will be chosen at Land Rover Legends, the ultimate show for Land Rover connoisseurs, preservationists, restorers and enthusiasts. It's all taking place at Thruxton Circuit in Hampshire, on 6th and 7th June.

Awesome Astons

Simply Aston Martin will begin Beaulieu's 2020 Simply season with a glamorous gathering of over 300 British sports cars on Sunday 5th April. The event, held in the grounds of the National Motor Museum, returns in the year of three Aston anniversaries; as 2020 marks 70 years of the DB2, 15 years of the revitalised V8 Vantage and 10 years of the four-door Rapide.



It's back!

MG Live! returns to Silverstone this June after it was abruptly cancelled last year due to track resurfacing. Organiser, the MG Car Club, will hold its first race at the circuit on 28th March as part of an expanded six-round series. The MGCC's regular Snetterton 300 meeting becomes a two-day event this year, too.



Fotu for you?

The exceptional Festival Of The Unexceptional has its third new home in six years due to the need for extra space. It will now take place at Grimsthorpe Castle near Bourne, Lincs, and applications to attend opens on St Valentine's Day; unexceptional.cars.co.uk.



SHOW STOPPER

WHAT BETTER WAY TO START THE MOTORSPORT SEASON OFF THAN WITH THIS SHOW

WHAT IS REIS RACE RETRO

Reis Race Retro is Europe's number one historic motorsport event, showcasing all disciplines from trials and hill climbs to rallying and Formula One. Race Retro celebrates the cars and the stars from the golden days of motorsport including those still competing today.

WHERE IS IT LOCATED AND WHEN?

Friday 21st to Sunday 23rd February at Stoneleigh Park, Warwickshire.

WHY SHOULD I GO TO THE SHOW?

Race Retro gives you the opportunity to see iconic racing and rally cars up close, both with incredible static displays and high-octane live action. Plus, there is a competition and classic auction by Silverstone Auctions, as well as excellent specialist traders offering everything from memorabilia to the latest in motorsport and classic motorsport equipment.

WHAT ARE THE MAIN ATTRACTIONS?

This year, the Hall of Fame marks 70 years of Formula One with The Greatest Grid, a display of F1 cars campaigned by some of the sport's biggest names. These include the Williams FW08 that secured the manufacturer its first Constructors and Drivers World Championship win in 1980, the 1962 Lotus 24, and the 1973 Shadow DN1, which was purchased by the late Graham Hill for Embassy Racing.

- Other displays in the Hall of Fame include a tribute to Jaguar Test Driver Norman Dewis MBE and Motoring Milestones, such as the 40th anniversary of the Audi Quattro.



- The Reis Interview Stage will welcome racing and rally drivers, pundits, designers and team engineers. Rally legend Didier Auriol makes his show debut on Saturday and Sunday.
- Over 130 rally cars, including some Group B and C, will be in action on Saturday and Sunday on two rally stages, with visitors having the opportunity to book a passenger ride. You can even get behind the wheel of a rally car yourself

with the HERO Arrive and Drive a Classic Car Experience.

WHAT'S ITS USP?

The show's layout at Stoneleigh Park allows you to be fully immersed in historic motorsport so as well as hearing the stories and seeing the cars in motion, you get a close up look and get to hear the roar of the engines as they accelerate into action.

IS IT FAMILY FRIENDLY?

Oh absolutely, it's a great fun day out for all the family.

OKAY I'M GOING – WHAT'S IT GOING TO COST?

Adult tickets for Race Retro start at £23 in advance with children's tickets at £8. Weekend and group tickets are also available. All tickets include a free showguide. Standard Car parking is free with two levels of VIP parking – pole and podium – available at an additional cost. The show is open from 9.30am each day and closes at 5.30pm on Friday and Saturday and 4.30pm on Sunday. To book tickets and for the latest updates, visit www.raceretro.com.



HAYNES FILLS EARLY MORNING HUNGER

The last Haynes Breakfast meet of 2019 bowed out with a December shiver. The West Country venue still attracted a strong turnout from pre-war Rolls-Royces to tyre-shredding performers from Japan, plus Germany's BMW and Mercedes hardware and even more of the Ford RS-ST contingent.

Although there were plenty of fast Fords, Minis and rapid Japanese (mainly Subaru, Toyota and Nissan), there were also high-end GTs from Jaguar and Mercedes, with rarer glimpses of crowd pullers from Aston and McLaren—plus plenty of Porsches.

Now an Audi owner, I was heartened by a trio of quattros, two of the TT breed and one proper A-plate turbo from the 1980s. Lotii were there in spirit with a Westfield 11 that some hardy soul had driven to the sub-zero 9am start, plus a regular S2 Elise hardtop.

Inside, the Haynes Museum was a strong Morgan display (sadly ended 10th January), plus cheap books. At just £1 a throw those paperbacks reminded us that the financially separate Haynes Publishing was up for sale, but that does not alter Haynes' charitable status museum, which has become a serious Beaulieu crowd attraction rival especially as it now includes free car parking for carers of disabled visitors. **Jeremy Walton**



AUCTION WATCH

2019 EU sales review

Although the total figure of about £300m was achieved at EU and UK auctions, nearly £17m up on 2018, some £26m less was spent at UK sales compared with an increase of some £43m on the European mainland caused perhaps by devalued Sterling. Although the number of classics sold were up in the UK, the average price was down. Market leaders were once again Bonhams, Silverstone Auctions and its subsidiary CCA came second with Historics taking third spot. SWVA had a handsome lead in the sale rate figures by averaging 93 per cent at its sales.

Fabulous Lotus 19 historic racer for Race Retro sale

An early entry for Silverstone Auctions sale at the Race Retro International Historic Motorsport Show is a rare 1960 Lotus 19 Montecarlo, one of 17 mid-engined racers with a fantastic history. Previous drivers include Moss, Hill, Clark, Ireland, Gendebien Gregory and Maggs; perhaps the most significant result being Jim Clarke's class win in the 1962 BRDC International Trophy. Fresh to the open market for nearly 60 years, the car has been meticulously restored and with new FIA papers, it's expected to sell at around £400K.

Two-day sale at Resto Show

CCA's return to the Practical Classics Classic Car & Restoration Show for the fourth year with a two-day sale of Everyman Classics. Held on March Saturday 28th and Sunday 29th at the NEC, this will be the first sale of 2020. Viewing is on the Friday from 10.00 until 17.00 and on the morning of the sale days that starts at 12. As this takes place within the Show, readers are reminded entry tickets are required.

MPH rarities to go at Bicester

Judging by the 6500 classic enthusiasts that attended the first Sunday of the month Scramble of 2020 for a general natter, view the cars up for grabs both inside and a few outside, plus free valuations of their classics by Hagerty Insurance, it's also looking good for MPH, the more affordable branch of Bonhams based at the Bicester Heritage Centre. Entries being accepted until Feb 21st for the 21st March sale at the venue.

SNAP UP THAT BARGAIN!

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8/2 Mathewsons, YO18 7LH

9/2 Charterhouse, BA4 6QN

15/2 Richard Edmonds, SN14 6LJ

22/2 Coys (LCCS), W14 8UX

22/2 Morris Leslie, PH2 7TB

22-23/2 Silverstone Auctions, CV8 2LG

25/2 Barons, KY10 9AJ

QUATTRO HAS GRIP ON LONDON



One of the most iconic models to grace both road and rally – Audi's quattro – will be celebrated at The London Classic Car Show to mark 40 years since its unveiling. A specially curated display will be a highlight of the event, which takes place on 20-23rd February 2020 at Olympia London. Five prized quattro models will be showcased at new venue which are part of Audi UK's 'Cherished Fleet' of historic models. The 1981 left-hand drive metallic blue quattro 10V represents the car's formative years; this early UK-specification model was produced before right-hand drive model development had been carried out and was subsequently introduced from 1982 onwards.

Visitors to the new look London Classic Car Show will have the opportunity to view and purchase desirable cars from some of the industry's most prestigious classic car dealers, as well as viewing carefully curated features that celebrate some of the most exotic and exquisite marques from throughout the decades. Highlights include Jochen Mass' 1987 Rothmans Porsche 962C and the Maserati 250F owned by Sir Stirling Moss, in which he won the Monaco GP in 1956.

Advance tickets for The London Classic Car Show start from £25 per adult, £20 per child (6-16) and £75 per family (two adults, two children). Entry for children under the age of six years is free. Premium Tickets for Thursday's Preview Evening, where an industry personality will be honoured with the show's coveted Icon Award, start at £75. Premium tickets are available for Friday, Saturday and Sunday, starting at £60 per adult, which include fast track entry, hospitality and show guide, as well as the chance to meet and participate in a private Q&A with Car Legends in the VIP area.

For more information and to book tickets visit www.thelondonclassiccarshow.co.uk.



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Alfa Romeo



1954 ALFA ROMEO 1900 CSS BY TOURING. Silk green with two-tone beige and sage green hide, 2ltr twin cam, 5 speed gearbox, Borroni wire wheels, 1 owner for almost 40 years, total nut and bolt restoration only 300 miles since. **£275,000.** Tel: 07860 561163 or 01622 880005. Kent. (T)



1966 ALFA GIULIETTA 1300 TI. Grey, maroon trim. Imported 2005. In remarkable original condition, the body is superb and the interior is the best we have ever seen. Examples this original don't become available very often. **£19,995.** Tel: 01953 717618. Norwich. (T)

Aston Martin



ASTON MARTIN DB5 VANTAGE, 1965. White with original Red leather interior. Repainted 1998 with mechanical overhaul. 1 owner from new still in remarkable condition and virtually impossible to replicate. Absolutely stunning **£1.1M.** Contact Adam on Tel: 01603 880522. Norfolk. (T)

ASTON MARTINS URGENTLY WANTED
Any year, any model
any condition
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07836 250222
We travel any distance



1961 ASTON MARTIN DB4 LHD. Snow shadow grey with black hide, father and son owner car from new, megga service history. **£POA.** Tel: 07860 561163 or 01622 880005. Kent. (T)

Austin



AUSTIN EIGHT 1946. MOT until August 2020, no advisories. Good condition, lots of work done. £500 worth of spares. 87,000 miles. **£7,000.** Tel: 01543 673286. Staffs.



1934 AUSTIN 10/4 COLWYN CABRIOLET. Green/black. 4 seater. Being re-upholstered and also has a new hood. Very rare car, only a handful remaining. Contact us for further details. **£17,000.** Tel: 01484 420902 or 07885 420902. Huddersfield. (T)



1960 AUSTIN A40. Only 27,200 miles from new. Supplied by the famous Radford dealership in Kensington London. The car retains many of its original features and has been recently sympathetically renovated keeping the true spirit and originality of the car intact. **£9,950.** Tel: 01746 765804. Shropshire. (T)



1933 AUSTIN 10 DELUXE. New carpets, battery, fuel pump, tyres. Reconditioned starter motor. Fuel tank, carburettor, fuel lines cleaned. Lights, horn, brakes all work. Garage had it running. Still in remarkable original condition. Has sunroof. **£6,000.** Tel: 01303 894240. Kent.

Austin Healey



AUSTIN-HEALEY 3000 MKII RALLY CAR. Produced to be reliable, torquey and purposeful whilst being comfortable over long distances. Able to be used for competition and tours as well as short journey driving. Very well presented with excellent paintwork. Well maintained. **£78,500** Tel: 01420 564343. Hants. (T)

CLASSIC YEAR AHEAD

Event Organisers, please send full details of your event(s) including contact details to: **Jo Bluck, Classic Motoring Magazine, Aceville Publications, 21/23 Phoenix Court, Hawkins Road, Colchester, Essex, CO2 8JY,** marking the envelope "EVENTS" or email jo.bluck@aceville.co.uk

Classic Motoring Magazine compiles this list of shows, rallies, autojumbles, tours and sporting events from a wide variety of sources for the benefit of all classic car enthusiasts, but we cannot be held responsible for any errors. We therefore strongly advise you check with the organisers of an event before making a possible wasted journey. If you do spot an error in our listings or know that the event has been cancelled or the date or venue has been changed, please contact us at the address shown above.

1 March 2020 Sunday

Haynes Breakfast Club. Haynes International Motor Museum Sparkford Yeovil Somerset BA22 7LH 01963 440804 hbc@himm.co.uk www.haynesmotormuseum.com On the first Sunday of each month we host a Breakfast club open to all marques. As well as meeting other like-minded enthusiasts, owners can chat over a coffee and a hearty breakfast in cafe 750. These events are free and a real opportunity to show your prized possessions at the front of the museum. From 8.30am - 12.00pm

6 – 8 March 2020 Friday - Sunday

Antwerp Classic Salon. Antwerp EXPO info@siha.de www.siha.de One of the Best in Europe. Classic cars, engines, restoration equipment and supplies, new and used accessories, interiors, maintenance materials, literature, models, art, club stands and museums with presentations of the most beautiful cars.

7 March 2020 Saturday

Rufforth AutoJumble. Rufforth Park Wetherby Rd York YO23 3QH 01904 738620 07713 164848 info@rufforthautojumble.com www.rufforthautojumble.com open at 8am, Admission is only £2 per person. Visit website for full details

VSCC Trials Events. - John Harris 'Derbyshire' Trial 01608 644777 info@vsc.co.uk www.vsc.co.uk Visit the website or contact us for information on this and all VSCC events

8 March 2020 Sunday

Ultimate Dubs. UK Telford International Centre Telford Shropshire TF3 4JH www.ultimate-dubs.co.uk Welcome to the UK's largest Indoor VAG enthusiast's event, bringing together the Ultimate VW, Audi, Seat & Skoda Show Cars from all over Europe under one roof.

9 March 2020 Monday

Ace Cafe Fueltopia Meet. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

12 March 2020 Thursday

Ace Cafe Italian Bikes & Cars. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

Lancashire Automobile Club - Mike

Woods Monte Carlo Memories. 0800 781 2167 info@lancsautoclub.com www.lancsautoclub.com Ex BMC Works Co-driver recounts his Monte Carlo rallies.

14 – 15th March 2020 Saturday - Sunday

VSCC Trials Events - Herefordshire Trials. 01608 644777 info@vsc.co.uk www.vsc.co.uk Visit the website or contact us for information on this and all VSCC events

15 March 2020 Sunday

International Jaguar Spares Day. Stoneleigh Park Exhibition and Conference Centre Nr Coventry Warwickshire CV8 2LZ 01635 278440 07771 544752 info@jaguarsparesdays.co.uk www.jaguarsparesdays.co.uk Up to 200 stalls, all under cover, from UK and abroad. Regular stallholders range from established major Jaguar parts suppliers, restoration specialists to replica manufacturers and private garage clearances. Trade Stands welcome.

Haynes Bikers' Breakfast ride-in. Haynes Motor Museum Sparkford Yeovil Somerset BA22 7LH 01963 442783 events@himm.co.uk www.haynesmotormuseum.com Calling all biking enthusiasts! On the third Sunday of each month we host a breakfast ride-in open to all marques. As well as meeting other bikers, participants can chat over a coffee and a hearty breakfast in cafe 750. A real opportunity for vehicle owners to show off their prized possessions at the front of the museum. From 9.30am - 12.00pm

16 March 2020 Monday

Ace Cafe French Classic & Performance Cars & MAG. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

HRCR Mini Sport Cup Stage rally Championship Round 1. The Jaspers Bakery David Owen Historic stages. Weston Park Shropshire stage@hrcr.co.uk www.owenmotoringclub.co.uk The season opens with this popular event within the 1000 acre estate of Weston Park providing over 30 stage miles for competitors.

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17 March 2020 Tuesday

Ace Cafe VW Air-Cooled & T4/5 Vans. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

18 March 2020 Wednesday**Ace Cafe British Sports & Performance**

Car Night. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

19 March 2020 Thursday

DVCA Spring Auction Sale. Henstridge Airfield Dorset - Somerset border BA8 0TN 01963 363353 info@dvca.co.uk www.dvca.co.uk Vintage and Classic cars, Motorcycles, Historic commercials, Automobilia and Memorabilia. Viewing on the Wednesday prior to sale with free entry from 10am until 6pm. Auction day by catalogue only, £15.00 - admits two.

21 - 22 March 2020 Saturday- Sunday

Eastern Counties Vintage Show. Royal Norfolk Showground Norwich NR5 0TT 07753 182065 michael.curtis4@gmail.com www.easterncountiesvintageshow.co.uk Commercials, Tractors, Crawlers, Stationary Engines, Classic & Vintage Cars, Military Vehicles, Classic Caravans, Trade Stands & Shopping Stalls, Vintage & New Spares, Club Stands, Arts & Crafts, Outside Refreshments & Food Mall, Mini Fun Fair & Music. The showground offers great camping facilities. Public bar, Saturday evening Meal & Entertainment open to all.

21 March 2020 Saturday

Ace Cafe Essex Boost Crew Club Meet. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

Giant Auto & Bike Jumble. Scorton North Yorkshire Events Centre 5 miles off A1 at Catterick B1263 Catterick to Teeside Road 1 Mile east of Scorton DL10 6EJ 07909 904705 Every 3rd Saturday of every month. Starts 7am - Admission £3, Pitches from £12. A massive 10-acre site of Auto and Bike jumble inside and out. Ample parking. Excellent refreshments.

Mathewsons Classic Car Auctions.

Roxby Garage Thornton-Le-Dale North Yorkshire YO18 7LH 01751 474455 enquire@mathewsons.co.uk www.mathewsons.co.uk The countries only dedicated Classic Car auction centre with a continual display of 80+ vehicles and hundreds of items of memorabilia. Starting at 9.30am with memorabilia. Vehicles at 11am.

22 March 2020 Sunday

Brooklands Mini Day. Brooklands Museum Brooklands Rd Weybridge Surrey KT13 0QN 01932 857381 events@brooklandsmuseum.com www.brooklandsmuseum.com All types of Mini (including the modern BMW) are invited to this annual event, expect displays in all areas of the Museum. A variety of trade stands offering mini parts, spares and memorabilia.

24 March 2020 Tuesday

Ace Cafe Rust Bucket Rally. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

25 March 2020 Wednesday

Ace Cafe IncarNation Show n' Shine. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

Techno Classica Essen Messe. Essen Messeplatz 1 45131 Essen info@siha.de www.sihade 32nd World Show for Vintage, Classic and Prestige Automobiles, Motorsport, Motorcycles, Spare Parts, Restoration and World Club Meeting. 120.000 m2 divided into 12 halls, Grugahalle and 4 open air areas. More than 200 Clubs and interest groups, over 2700 Collector Automobiles for sale.

27 - 29 March 2020 Friday - Sunday

Practical Classics Classic Car & Restoration Show with Discovery. NEC Birmingham www.necrestorationshow.com Officially the UK's fastest growing classic car event, bringing together all aspects of classic motoring. From barn finds to restorations just getting back on the road.

28 March 2020 Saturday

Ace Cafe All American Cruise-In & Mopar Muscle Meet. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 4pm

Ace Cafe Rythym n' 'Cruise Rockin' Record Hop. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 7pm

29 March 2020 Sunday

Ace Cafe London Cartel Retro Meet. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

30 March 2020 Monday

Ace Cafe Porsche Night. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

31 March 2020 Tuesday

Ace Cafe VAG Night (Water-Cooled VW, Audi, Seat, Skoda). Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

1 April 2020 Wednesday

Ace Cafe Hot Rod Night. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm



1955 AUSTIN HEALEY 100/4 BN1. Old english white with red trim, hood and tonneau. A matching numbers example in truly outstanding condition. Complete ground up restoration to the highest standards. An appreciating asset. **£54,995. Tel: 01636 812700. Notts. (T).**



1959 AUSTIN HEALEY FROGEYE SPRITE. Iris blue with white hard top. Totally restored by Sherwood Restorations Ltd from bare shell some 20 years ago. Subsequently modified to provide the ultimate driving "Frogeye" by BRDC member. **£27,995. Tel: 01636 812700. Notts. (T)**



AUSTIN HEALEY 3000 MKIII. Built September 1964. Full bare metal restoration early 2013, including conversion to RHD using all-new parts. Resprayed in classic Healey ice blue over ivory white. Lovely to drive and in excellent condition. **£66,500. Tel: 01420 564343. Hants. (T)**



AUSTIN HEALEY 100/6. Colorado red over black with red interior. High spec from new, fitted with wire wheels and overdrive. Maintained to an excellent standard by long term owners. Full history file including receipts for work and documentation. **£49,500. Tel: 01420 564343. Hants. (T)**



1960 AUSTIN HEALEY FROGEYE SPRITE. OEW, current owner 8yrs. Very original, superb integrity, many dry years in LA - rot free body/chassis. Fully restored and converted to RHD early 1990's. Cherished ever since. **£17,995 PX considered. Tel: 01423 502406. Harrogate. (T)**



1960 AUSTIN HEALEY 3000 MKI. Fern green, green leather trim. Restored a few years ago, rebuilt body, retrim, rebuilt engine and box. Works hard top! Period works additions - roof vent, air vent etc. Superb car and loads of fun! **£49,500. Tel: 01953 717618. Norwich. (T)**

Bentley

BENTLEY TURBO RL. In excellent condition both cosmetically and mechanically. Diamond blue silver with contrasting cotswold hide piped magnolia. **£21,500. Tel: 01737 844999. Surrey. (T)**



BENTLEY TURBO S. Finished in wildberry mica with contrasting magnolia hide piped wildberry. Laser cut grille, flying B mascot and veneered door inserts. Fabulous interior. 63,000 miles. Full Service History. **£29,950. Tel: 01737 844999. Surrey. (T)**



1951 BENTLEY MK VI MULLINER. Black and white beige hide interior. Comprehensive history file. A fine example of an extremely scarce model. **£45,000. Tel: 01732 886002. Kent. (T)**



BENTLEY S1 STANDARD STEEL SALOON. Fine example in very original condition and very good service history. Fitted with power steering and only 3 owners from new. **£48,950. Tel: 01737 844999. Surrey. (T)**

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2000 BENTLEY CONTINENTAL R MULLINER WIDE BODY 420BHP. Stunning colour combination of deep aqua with barley hide. B logos on head rests, Mulliner wing vents. Quad exhaust, Le Mans 18" wheels and alpine head unit with sat nav. **£92,950. Tel: 01737 844999. Surrey. (T)**

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2007 BENTLEY CONTINENTAL GTC. Dark sapphire with 20" seven spoke alloys, dark blue hood. Ochre interior with contrasting cross stitching and walnut veneers and door inlays. Massage front seats. Only 62,000 miles with outstanding service history. Outstanding value. **£34,950. Tel: 020 8567 6557. London. (T)**



2004 BENTLEY CONTINENTAL GT. Finished in sapphire blue with 18" alloy wheels and Portland interior. Only one owner with full service history. This car is in immaculate condition and is a credit to its previous owner. **£22,950. Tel: 020 8567 6557. London. (T)**



1952 BENTLEY MKVI SPECIAL. A superb Bentley sports car in virtually new condition. Handbuilt by Classic Restorations Scotland to high spec with overdrive (3 other Bentley Specials available). www.kultkars.net. **£66,995. Tel: 01253 734199.**



2003 BENTLEY ARNAGE T. Black sapphire with mulliner wing vents and '07 model 19" alloys. Magnolia interior stitched in French navy. Walnut veneers and electric rear seats. Only 80,000 miles with FSH. Immaculate. **£27,999. Tel: 020 8567 6557. London. (T)**



2000 MODEL V BENTLEY ARNAGE RED LABEL. Royal blue with electric sunroof and Magnolia interior, with French navy piping and carpets. Electric rear seats. Only 95,000 miles with Full service history. Outstanding condition throughout. **£19,999. Tel: 020 8567 6557. London. (T)**



1996 BENTLEY AZURE. Peacock blue with contrasting magnolia hide piped French Navy and a dark blue mohair hood. Extras include Bentley logos in the door caps and burr walnut inlay panels to both doors. **£53,950. Tel: 01737 844999. Surrey. (T)**



1949 BENTLEY MKVI STANDARD STEEL. Total nut and bolt body off restoration at over £50,000 by well known Rolls-Royce & Bentley specialists, including brand new engine some 3 years ago. Full set of Rolls-Royce & Bentley chassis sheets. Dove grey with contrasting beige interior. **£36,500. Tel: 01794 390895. New Forest. (T)**



1997 BENTLEY BROOKLANDS SWB LIGHT PRESSURE TURBO. Finished in red pearl with magnolia piped red interior. 64,000 miles, full service history, 3 former keepers. Head gaskets replaced. Outstanding condition. **£22,000. Tel: 01732 886002. Kent. (T)**

2 April 2020 Thursday

Ace Cafe Mod n' Mini Night. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

4 April 2020 Saturday

Anglia Car Auctions Classic Car Sale. The Cattlemarket Beveridge Way Kings Lynn Norfolk PE30 4NB 01553 771881 info@angliacarauctions.co.uk

www.angliacarauctions.co.uk Preview Friday 2pm-6pm. Gates open 10am Saturday, sale starts at 12 midday.

Jaguar Breakfast Club. British Motor Museum Gaydon Warwickshire CV35 0BJ www.jaguarbreakfastclub.org.uk All Jaguars welcome, Classic or Modern.

Kempton Park Motorcycle Autojumble.

Kempton Park Staines Road East Sunbury on Thames Middlesex TW16 5AQ 01507 529529 www.kemptonparkautojumble.co.uk We have run Autojumbles at Kempton Park race course for over 30 years and these events are renowned as the best motorcycle Autojumble in the UK with visitors and traders from all over Europe in attendance. See the website for information.

Rufforth AutoJumble. Rufforth Park Wetherby Rd York YO23 3QH, 01904 738 620, 07713 164 848 info@rufforthautojumble.com www.rufforthautojumble.com open at 8am, Admission is only £2 per person. Visit website for full details

VSCC Trials Events - Scottish Trial. 01608 644777 info@vsccl.co.uk www.vsccl.co.uk Visit the website or contact us for information on this and all VSCC events

4 - 5 April 2020 Saturday-Sunday

NSRA Spring Cruise New for 2020!

see website for details, www.nsrar.org.uk

5 April 2020 Sunday

Amberley Museum Vintage Car Show.

Amberley Museum & Heritage Centre Station Rd Amberley Near Arundel West Sussex BN18 9LT 01798 831370 office@amberleymuseum.co.uk www.amberleymuseum.co.uk See vintage cars which are all pre 1956.

Simply Aston Martin. Beaulieu Motor Museum Beaulieu New Forest Hampshire SO42 7ZN 01590 614614 events@beaulieu.co.uk www.beaulieu.co.uk All Aston Martin owners are invited to drive into Beaulieu and park up within the museum complex for what promises to be a superb day out for both Aston Martin owners and enthusiasts.

Chesterfield MG Group Shakedown Run.

info@chesterfield-mg-group.co.uk www.chesterfield-mg-group.co.uk Dust off the cobwebs, polish up the bodywork and join Chesterfield MG Group on their first venture of the season into our glorious Derbyshire countryside and surrounding area. Further details will be on the club website.

Haynes Breakfast Club. Haynes International Motor Museum Sparkford Yeovil Somerset BA22 7LH 01963 440804 hbc@himm.co.uk www.haynesmotormuseum.com On the first Sunday of each month we host a Breakfast club open to all marques. As well as meeting other like-minded enthusiasts, owners can chat over a coffee and a hearty breakfast in cafe 750. These events are free and a real opportunity to show your prized possessions at the front of the museum. From 8.30am - 12.00pm

HRCR Scenic Tours - Taith Cymru Black Mountains and Mid-Wales.

07771 772407 tours@hrcr.co.uk www.hrcr.co.uk The HRCR Scenic tour series comprises 15 of the best tours throughout England and Wales, giving enthusiasts the opportunity to get together in a friendly, non-competitive atmosphere, allowing their cars to be driven as intended rather than languishing in the garage. For more information contact the series secretary.

Normous Newark Autojumble. The Showground Drove Lane Winthorpe Newark Nottinghamshire NG24 2NY www.newarkautojumble.co.uk The longest-running series of one-day-only general autojumbles in the UK. Parts for classic bikes to classic cars, classic trucks to workshop essentials – there isn't an automotive item we can name that hasn't been sold at a Normous Newark autojumble. All kinds of man cave stuff – plus much more! Early bird gate opens 8am, General admission from 10am.

6 April 2020 Monday

Ace Cafe German Night (BMW, Mercedes). Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

9 April 2020 Thursday

Ace Cafe Italian Night. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm. Italian Bikes and Cars.

10 - 12 April 2020 Friday - Sunday

Festival of Power Santa Pod Raceway.

Airfield Road Podington Wellingborough Northants NN29 7XA www.santapod.com An action packed weekend for the family featuring Jet Car Shootout, awesome Nitro Funny Cars, 300mph Top Fuel Dragsters and the National Drag Championship inc 200mph Pro Mods.

10 April 2020 Good Friday

Surrey Street Rodders 46th Wheels Day. Rushmoor Arena Rushmoor Road Aldershot Hampshire GU11 1PZ. www.surreystreetrodders.com Hot rods, customs, dragsters, English and American classics, commercials, military, competition cars, bikes, tractor pullers. Trade stands, funfair, food and drink. Follow us on Facebook for the latest news. This is a pre-book event so please visit our website to Register.

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11 – 12 April 2020 Saturday - Sunday**Pageant of Transport On the Beach**

Lawns. Weston-Super-Mare 01934 627563 www.loveston.com. Weston-Super-Mare Sea Cadets proudly presents A Pageant of Transport over Easter Saturday and Sunday. 10am-5pm. All classes and club stands welcome. All profits to Sea Cadets.

11 – 13 April 2020 Saturday – Monday**Easter Model & Collectors Show.**

Stoke Prior Sports & Country Club Westonhall Road Stoke Prior (B4091) Bromsgrove Worcestershire B60 4AL 07808 173400 april@shakespeareally.com. www.shakespeareally.com Vintage & Classic Cars, Commercials, Fair Organ, Tractors, Stationary Engines, Military, Motorbikes, Displays, Trade Stalls, Bar and Refreshments.

11 April 2020 Saturday**South Midlands Autojumble.**

Ross-on-Wye Livestock Centre HR9 7QQ 01989 750731 07973 889401 Open to the public from 9am. Exceptional venue 400 yards off end of M50 - Birmingham, Bristol & Cardiff all 45 mins away. Refreshments, Free Parking (1000+ cars). Admission £4

12 April 2020 Sunday**TransportFest The Museum Of Power.**

Hatfield Road Langford Maldon Essex CM9 6QA 01621 843183 www.museumofpower.org.uk Easter show with Classic Cars, Buses, Military vehicles and all types of transport. Stalls, music and entertainment. Adults £7.00, Concessions £6.00, Children (5-15) £3.00, Under 5s free. More details on the website

13 April 2020 Monday**Ace Cafe Fueltopia Meet.**

Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

Ace Cafe Mustang Stampede.

Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 12 noon

14 April 2020 Tuesday**Ace Cafe Classic Car Night & Lotus 7 & Midget & Sprite & Harrow Car Clubs**

Meet. Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm. Motown 60th 'Diamond' Anniversary Special with DJ Paul Hyatt.

17 April 2020 Friday**Ace Cafe British Rockers & Classics.**

Ace Cafe London Ace Corner North Circular Rd Stonebridge London NW10 7UD 0208 9611000 www.london.acecafe.com From 6pm

18 – 19 April 2020 Saturday - Sunday**VSCC Formula Vintage Round 1 -**

Silverstone. 01608 644777 www.vsc.co.uk Visit the website or contact us for information on this and all VSCC events

Jukebox & Retro Fair. Chessington School Garrison Lane Chessington Surrey KT9 2JS info@jukeboxfair.co.uk www.jukeboxfair.co.uk 10am - 5pm, Vintage Clothing, Retro Homewares, Classic Car Display, Live Music, Jive Dancing, Food and Drink. See website for full details.

18 April 2020 Saturday**VSCC Silverstone Autosolo.**

01608 644777 info@vsc.co.uk www.vsc.co.uk The first of our Autosolos is at Silverstone, always a popular event, the wide open paddock allows the organiser to set up some great tests, a great way to combine a competitive event which once is over gives you plenty of time to go and watch the racing cars. Contact us for more details.

Giant Auto & Bike Jumble.

Scorton North Yorkshire Events Centre 5 miles off A1 at Catterick B1263 Catterick to Teeside Road 1 Mile east of Scorton DL10 6EJ. 07909 904705 Every 3rd Saturday of every month. Starts 7am - Admission £3. Pitches from £12. A massive 10-acre site of Auto and Bike jumble inside and out. Ample parking. Excellent refreshments.

19 April 2020 Sunday**Jensen Owners Club Open Day.**

Matlock Road Crich Derbyshire DE4 5DP www.joc.org.uk Full details on the website.

Classic Vehicle Breakfast Club.

Battlesbridge Antiques and Craft Centre Maltings Road Battlesbridge Essex SS11 7RF. 01268 769000 show@battlesbridge.com www.battlesbridge.com The new Breakfast Club meets at the Muggeridge Farm showground. Free entry from 9am (entrance through Muggeridge Farm). Get together with your mates and enjoy the relaxed atmosphere, hot food / hot & cold drinks available and there will be background music playing. All Classic cars, motorcycles and commercial vehicles welcome.

Haynes Bikers' Breakfast ride-in.

Haynes Motor Museum Sparkford Yeovil Somerset BA22 7LH 01963 442783 events@himm.co.uk www.haynesmotormuseum.com Calling all biking enthusiasts! On the third Sunday of each month we host a breakfast ride-in open to all marques. As well as meeting other bikers, participants can chat over a coffee and a hearty breakfast in cafe 750. A real opportunity for vehicle owners to show off their prized possessions at the front of the museum. From 9.30am - 12.00pm

HRCR Scenic Tour – Cambridge Classic Car**Run Cambridgeshire and Suffolk.**

07771 772407 tours@hrcr.co.uk www.hrcr.co.uk The HRCR Scenic tour series comprises 15 of the best tours throughout England and Wales, giving enthusiasts the opportunity to get together in a friendly, non-competitive atmosphere, allowing their cars to be driven as intended rather than languishing in the garage. For more information contact the series secretary.

MK Classic Car Tour.

01525 290117 info@mkclassictours.co.uk A non competitive 95 mile tour (approx.) for Vintage, Classic cars and others at organisers discretion, through Beds, Bucks, Northants and Oxfordshire - Easy to follow roadbook. Come along for a great day out in aid of Little Lives Appeal.



BENTLEY 1964 SERIES III. Lambs wool overugs. Automatic, power steering, this is a very original example and becoming quite rare, complete with all tools, and history file, includes original handbook. Exceptional example always garaged, drives superb. www.peterjarvis.net. **£48,750.** Tel: 01322 669081 or 07836 250222. Kent. (T)



2002 BENTLEY ARNAGE T MULLINER. Silver Storm with 19" split rim alloys. Cotswold interior with French navy flying B's and carpets. Walnut veneers, picnic tables, electric and heated rear seats, upgraded sound system. Only 43,000 miles with FSH. Immaculate. **£28,450.** Tel: 020 8567 6557. London. (T)



1953 BENTLEY R-TYPE AUTOMATIC finished in Garnet. Tan hide interior. Known to Ghost Motors for many years. Always maintained to a very high standard. A truly stunning example in exceptional condition throughout. **£43,000.** Tel: 01732 886002. Kent. (T)



BMW 523SE. AUTOMATIC. 2000X reg. Bought from the 1st owner 7 years ago at 19,000 miles, now 62,000 miles with full service history. High spec, Nappa leather, cruise, dual climate. MOT September, no advisories. **£2,950 ono.** Tel: 07775 895470. Bristol.



1950 BRISTOL 401. Black with magnolia leather piped maroon and light brown carpets, seatbelts fitted front and rear. Good history file showing plenty of ongoing maintenance and care. MOT's from 1982, invoices from the 1980's. In excellent order throughout. **£46,995** Tel: 01622 851841. Kent. (T)



1972 BRISTOL 411 SERIES 3. One of the nicest examples. In recent years she has undergone a total engine and gearbox rebuild, a complete restoration of the body and interior. Extensive bills and history file totaling almost £50,000. **£69,500** Tel: 01794 390895. New Forest. (T)



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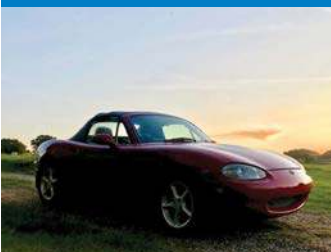
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MGB ROADSTER. Rubber bumpers. Comprehensive £10k restoration 1990's, new sill sections, front wings, doors, boot with invoices and photos. History file, DVLA ownership, MOTs, tax discs etc. Mechanical refurbishment of power train including unleaded engine. Refurbished original Rostyle wheels, tailored tonneau covers. **£9,450. Tel: 01707 876089. Herts. (T)**



1964 MGB ROADSTER. Iris blue, black /white trim. Restored in the 90's but still excellent. Overdrive, interior as good as new, lovely engine bay, painted underside, original steering wheel. A superb older restoration and ready to enjoy. **£15,995. Tel: 01953 717618. Norwich. (T)**



1961 MGA ROADSTER MK2. Chariot red with black trim. Bob West restoration some years ago, still stunning throughout. **£34,995. Tel: 01636 812700. Notts. (T)**



1966 MG Midget MK2. 1098cc engine. Interior is finished in black with white piping. Very tidy and usable car. Typical noisy 1st / reverse gear but a delight to drive. Comes with Heritage certificate. Selling this car on behalf of a customer. **£5,995. Tel: 01778 570286. Lincolnshire. (T)**



1980 MG MIDGET 1500. Black, trim colour black, 7,950 miles. An astonishing, true time warp car! Unrestored, factory original condition. Owned until recently by Richard Hammond of 'Top Gear' and 'The Grand Tour' fame. Immaculate. **£13,995. Tel: 01189 884774. Reading. (T)**



1938 MG MIDGET TA. Beautiful condition following previous 'nuts and bolts' restoration. Starts and drives 'on the button' the paint and chromework are in near new condition. The beige leather interior provides sumptuous classic car comfort. Selling on behalf of owner. **£35,995. Tel: 01189 884774. Reading. (T)**



1973 MGB ROADSTER. Oxford blue with barley trim, mohair hood, chrome wire wheels. Fully restored about 15 years ago, still excellent. Well looked after car. Super example. **£14,495. Tel: 01953 717618. Norwich. (T)**



1974 MGB 1.8 ROADSTER - OVERDRIVE. Citron yellow, black interior and hood. One of the last chrome bumper 'B's. Restored a few years ago, remaining in the same superb condition. Ideal start to Classic Motoring. **£10,995. Tel: 01636 812700. Notts. (T)**



Red MG B GT. Chrome wire wheels, overdrive and black leather seats with red pipping. First registered 10/11/1967. Please contact us for more details. **£6,995. Tel: 01778 570286. Lincolnshire. (T)**



MG B V8 ROADSTER. Superb throughout. Cherished by current owner for 18 years. Show winner. Featured in MG Enthusiast magazine. **£25,750. Tel: 01423 502406. North Yorkshire. (T)**



1969 MGC GT AUTOMATIC. Tartan red, webasto sunroof, chrome wire wheels. Early restoration, detailed history, 40 years of receipts. Engine rebuild, unleaded head, electronic ignition within last 6000 miles. New fuel tank, steering rack, brakes, tyres. Excellent condition. **£15,000. Tel: 01697 334267. Cumbria.**



MGTF 1250. Original English car, lots of history including 9 year restoration, lots of paperwork. For sale due to health problems. Please phone for full details. **£24,950. Tel: 07836 351699. South Devon.**



1972 MGB ROADSTER. British racing green, black trim, leather seats, antique red carpets, moto-lita steering wheel. Fast road engine, balanced and stage 11 head, 15" minilites, carbon fibre dash, nice engine bay. Superb driving car in super condition. **£13,795. Tel: 01953 717618. Norwich. (T)**



1970 MGB Roadster. BRG with black and rose taupe interior, Overdrive, Walnut veneer dash, Wind deflector, Hood cover and original style vinyl roof, Stainless exhaust. Excellent condition. Complete history file, Sold with full service, M.O.T. and waxoyl treatment. **£12,995. Tel: 01778 570286. Lincolnshire. (T)**



1968 MGC ROADSTER. White with black interior piped white, black mohair hood. Still retains its original registration OOB 21G. Stainless sports exhaust, Spax shocks conversion. Painted wire wheels. Superb history, invoices, photographs, original sales brochure. **£27,995. Tel: 01636 812700. Notts (T)**



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1968 MGB ROADSTER. Body shell rebuild. Tartan red with wire wheels. Very original, authentic spec. Matching numbers, excellent value. **£19,995. Tel: 01423 502406. Harrogate. (T)**



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1948 Delahaye 135M.

Very Rare Three Position Drophead Coupe.

Coachwork by Pennock. Original Right Hand Drive. Some 14 years ago a total nut and bolt body off restoration was undertaken, at which time literally everything that could possibly be done was done. Now a recent full and extensive service has just been carried out including all brand new tyres. Her pontoon-style front wings and her 3.5 litre engine makes her a stunning, rakish, sporty, drivable car, keeping up with modern day traffic. Finished in deep Maroon and Burgundy with fine Silver coach lining, biscuit leather interior, matching Mohair hood and contrasting maroon carpets. The perfect long distance family touring car and sensibly priced.

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And probably the finest example on the market. 1949 Bentley MKVI Standard steel. Having undergone a total nut and bolt body off restoration at the cost of over £50,000 by well known Rolls-Royce & Bentley specialists, including a brand new engine some 3 years ago. Full set of Rolls-Royce & Bentley chassis sheets. Quite faultless, being finished in Dove Grey with contrasting Beige interior. Any inspection invited.

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Just look at this! What a head turner!

This original 1939 Ford 4.0 Litre Flathead V8 Convertible Club Coupe with rumble seat is just like brand new, having undergone a total nut and bolt rebuild at the cost of over \$100,000 with full photographic evidence and all bills, with so many upgrades it is unbelievable. She has Offenhauser heads, Fenton exhaust manifolds, twin Stromberg 97 downdraft carbs, in-house air conditioning, telescopic shocks, Ford banjo axle with stainless steel transverse leaf spring suspension, with an upgraded American 5 speed Tremec gearbox for high speed touring, aluminium radiator, literally everything was done and under the bonnet is a sight to behold, a sheer piece of art! She is UK registered and ready to go now. This fantastic original American Classic would be the envy of all your friends. Unrepeatable at **£69,500**



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1969 MGC ROADSTER AUTO LHD. Just arrived from the USA. 42,112 miles. Not many good original cars as this one. Now refurbished to a very high standard. **£29,500.** Tel: 01676 541137. Warwickshire. (T)



MINI COOPER MPI, 1998. Tahiti blue. Excellent bodywork, no rust, underside all original and solid. Interior in very good condition, walnut dash and door cappings. 52k miles from new, 3 owners. More details upon request. **£7,500.** Tel: 08000 556155. or 07990 977197. Surrey. (T)



1993 MINI, BRITISH RACING GREEN. Maintained fastidiously over the last 26 years and drives and handles just as only a classic Mini can - brilliantly! Fitted with an electric sliding full sunroof. A truly delightful car in amazing condition. **£10,995.** 0118 988 4774. Reading. (T)



1995 MORGAN PLUS 4. Corsa red, black leather interior piped red. 19,908 miles. Recent radiator core and clutch cylinder. Great service history. Later R380 gearbox model with recessed saddle frame. **£23,850.** Tel: 01234 750205. Bedfordshire. (T)



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MORRIS MINOR 1098CC, 1971. 88,000 Miles, owned since 1991. A good history file comes with the car and includes lots of invoices from restoration work carried out. Drives well. **£8,999.** Tel: 02380 766870 or 07545 703474. Southampton. (T)

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1966 MORRIS MINOR TOURER. In old english white with red hood and interior. Exceptionally well cared for and drives very nicely. Ideal for potting around the country lanes but with enough oomph to keep up with modern traffic. **£8,950.** Tel: 0118 988 4774. Reading. (T)



1961 MORRIS MINOR 4 DOOR SALOON. Yukon Grey. No signs of rust or imperfections. Underneath in good order. Some signs of wear to the front seats. Headliner, door cards and carpets in nice order. Large history file, service paperwork, MOTs, invoices, original handbook. 12 months MOT, 6 months Momentum warranty. **£7,750.** Tel: 01422 881221. West Yorkshire. (T)



1969 MORRIS MINOR SALOON. Trafalgar blue, nice and clean body, good chrome and reconditioned wheels. Underside free from rot. 1098cc A series engine. Viewing recommended. 12 months MOT, 6 months Momentum warranty and 6 months free breakdown cover for **£6,995.** Tel: 01422 881221. West Yorkshire. (T)



1962 MORRIS MINOR CONVERTIBLE. Old English white, red hood and interior. Newly powder coated wheels. Underside in good order, no rust or rot. Clean engine compartment. Reconditioned engine, new clutch, water pump, stat, oil pump. Upgraded brakes Servo assistance. 12 months MOT, 6 months Momentum warranty. **£14,350.** Tel: 01422 881221. West Yorkshire. (T)



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1979 PORSCHE 911 TURBO. Porsche silver metallic with a black leather interior with tartan dress red/blue seat inserts oozing 1970's cool! Showing unwarranted 95,289 miles. A tidy, well-maintained, early 911 Turbo 3.3. **£79,995.** Tel: 01622 880005 or 07860 561163. Kent. (T)



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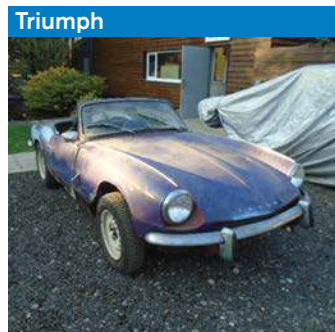
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1969 TRIUMPH TR5 ROAD / RACE CAR. Road legal. CTM lightweight chassis with quick steering rack and full FIA cage. Full suspension upgrade with polybushes, uprated springs, adjustable gas shocks. Producing 260bhp it's super fast on road and competitive on track. **£45,000. Tel: 01925 756000. Cheshire. (T)**



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TR6 1974. Original UK fuel injected car with overdrive. Inca yellow with black interior. Massive and comprehensive history file. Drives exceptionally well and very quick! Ready to use and enjoy. **£14,995. Tel: 01487 842168. Cambridgeshire. (T)**



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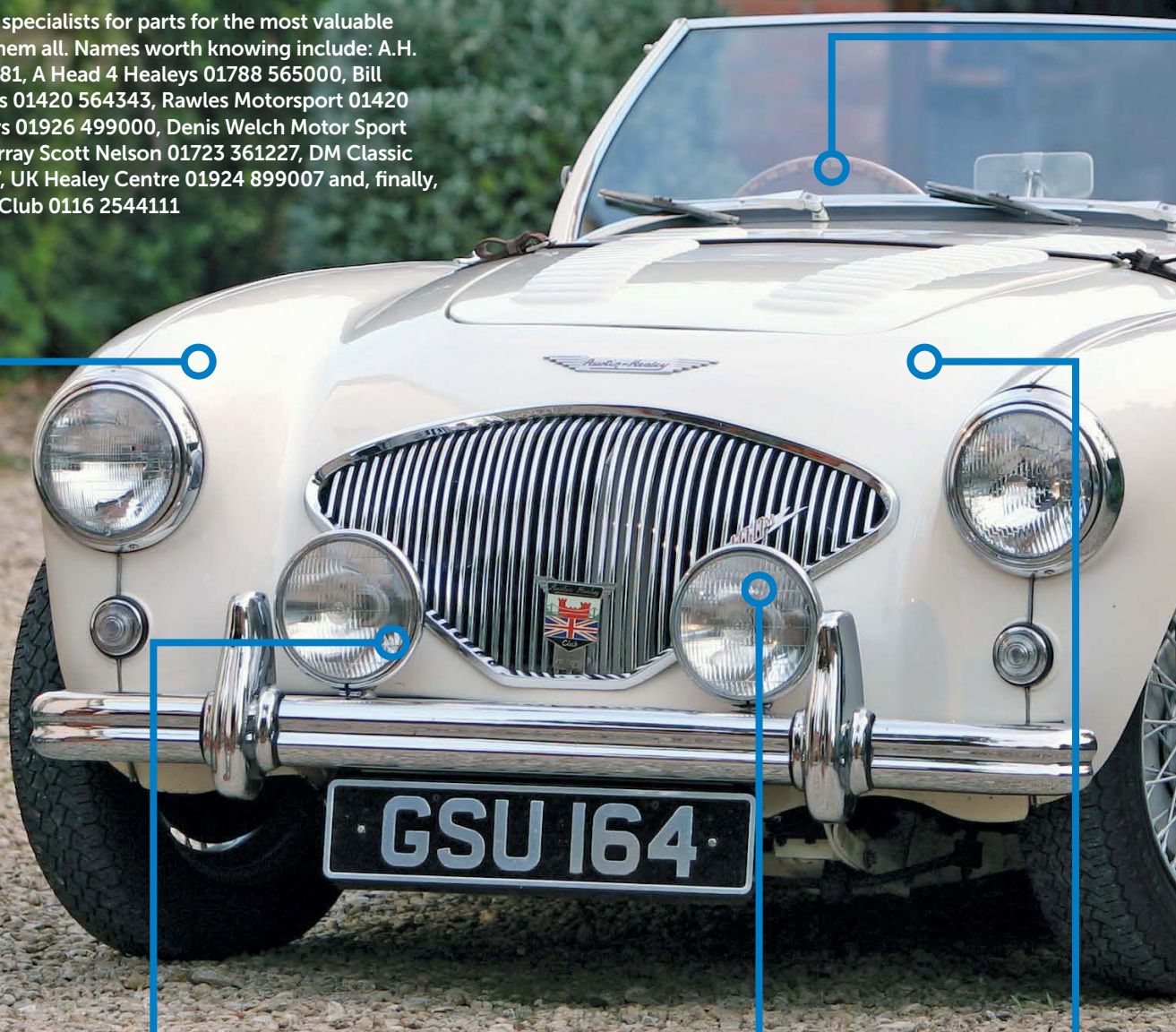
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TUNE & IMPROVE

Want some extra fun or usability from your classic? Then here's our top tips

There's an army of specialists for parts for the most valuable Austin-Healey of them all. Names worth knowing include: A.H. Spares 01926 817181, A Head 4 Healeys 01788 565000, Bill Rawles Classic Cars 01420 564343, Rawles Motorsport 01420 23212, JME Healeys 01926 499000, Denis Welch Motor Sport 01543 472214, Murray Scott Nelson 01723 361227, DM Classic Cars 01772 614237, UK Healey Centre 01924 899007 and, finally, the Austin-Healey Club 0116 2544111



FRONT SUSPENSION

If you wish to retain the lever-arm dampers, which are leak prone opt for quality replacements. Front damper mountings prone to working loose and a full refurb can cost up to £1500

BOTTOM END

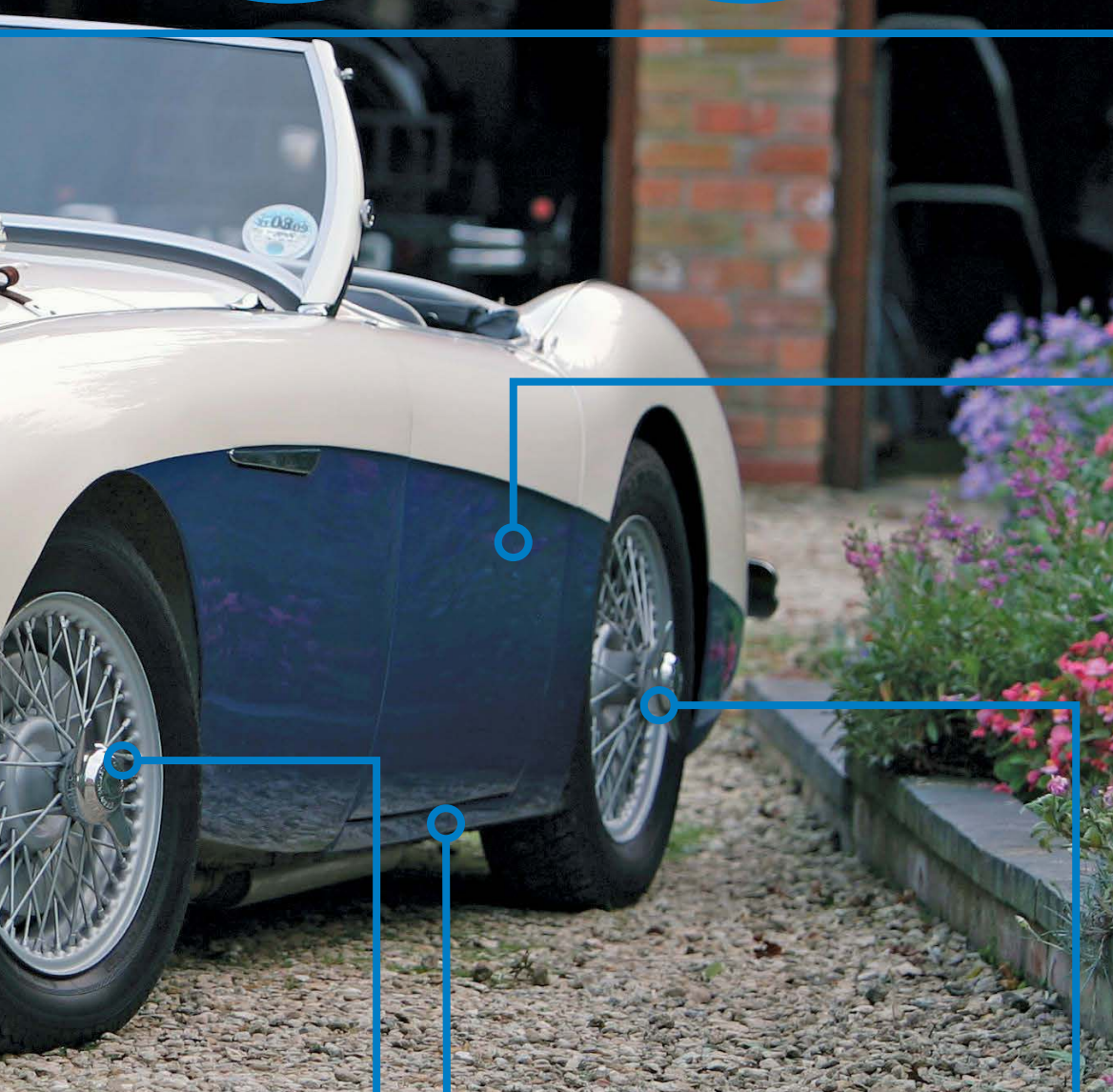
Seeps oil, usually rear; a crank seal kit (under £50 from A.H. Spares) cures it. Block beyond repair? Unit was also used in certain Austin Taxis and the 4x4 Champ which also has the 100S crankshaft

ENGINE

Oil pressure is about 10psi at idle to 50psi running. Camshaft, timing chain and tappet noise is pretty common but sump can dropped in situ to carry out rebuild. Overheating usually simply due to poor cooling, servicing

TRANSMISSION

Parts for BN1 'Atlantic' transmission are becoming harder to obtain so consider converting to BN2 Austin Westminster hardware. Rear axles prone to leak and seeps onto brake linings

**STEERING**

Slight slackness is usual and usually adjusted out. If leak prone steering feels loose it's because of worn bushes and kingpins. A.H. Spares has new CNC-made boxes at around £1500 or the inners, a sub £600 touch

BODY

Entire bottom nine inches is susceptible to rot. Front shroud is particularly hard to restore, as it consists of alloy sections welded together. Inner sills structural, hard to repair. Wings either steel or alloy

M&S: THE LOVE LETTERS

M and S form the starting point for any tuning exercise. The former is a tuning kit developed by 'The Cape' and is a 110bhp half-way house to the racing spec S (S for Sebring). Also known as the Le Mans kit, it's a 100S cam, modified head and ignition. The S is something special as the 132bhp was care of a unique Westlake eight port alloy head and a reworked chassis. A closer ratio 'box was employed sans overdrive but with a special 2.9:1 rear axle

BRAKES

Properly maintained with quality linings, drum brakes suffice if you're not heavy on them. The BN2 sports larger drums which are notably better but fitting discs is sensible and no dearer if you use 3000 types

CHASSIS

Body is welded to chassis, making proper repairs much harder with main rails and outriggers the worst areas. Parts availability is very good and new frames are available from A.H. Spares at £3500

WHEELS

Standard 48-spoke wheels are known to be fragile, many now have 72-spoke items instead. If wires are fitted, regularly check for play in the splines by raising then rocking while the footbrake is applied

GOING THE EXTRA MILE

Despite a smaller engine, the 100/4 can out perform a Big Healey. Just take care...

HOLD YOUR HEALEY HORSES

Healey Hundreds are highly valuable so don't rush into any tuning and improving projects without thinking it through and spoiling not only this prized classic but also decreasing its value.

PAST PERFORMANCE PARTS

Hairier Healeys were the M and S variants and it's still the place to start. The milder 100M engine sported 110bhp care of a 100S cam, modified cylinder head, twin 1.75in SU carbs and a race-type distributor. This, along with suspension mods was devised as part of a complete kit that's been retrofitted down the decades. It's also worth noting that not all 100M engines (usually many of the later DIY conversions) were equipped with the higher compression 8.6:1 pistons that were part of the conversion and worth an added 10bhp.

By the way, if you see an 'M' stamped on the engine plate don't think (or be lead) or automatically assume it means an M-spec engine; it simply means the Austin unit was, in fact, built by Morris!

HEALEY HUNDRED HOT UP HINTS

In its 90bhp standard tune depending on test reports, the 0-60mph dash was around 10-11 seconds and top whack at least 106mph making the A-H as quick as a TR3. Upping the ante to 100M spec enables the 100/4 to not only be swifter than the heavier 100/6 but not too shy away from the first of the 3000s. Racers can top 180bhp so there's good potential.

For those just after a mild pep up from a healthy engine fuelled by well serviced carbs (we'd carry out a good decoke, valve grind and fit unleaded valve seats), a session on a rolling road to optimise the fuel and ignition (which by now should ideally be converted to electronic) settings can eke out a useful couple of bhp by itself, especially the higher tuned M spec. How you obtain this by either period parts or contemporary components is your choice but today's hardware is superior and better made.

STRONG GUSTS FROM THE ATLANTIC

The Atlantic is a strong engine and if you can get hold of the block used in the Austin Gypsy jeep (not easy) you'll benefit from the 100S crankshaft! The SU carbs



are more than big enough to stand extra fuelling way beyond M-spec if you use its 1.75in instruments and manifold.

This, according to experts Murray Scott Nelson (01723 361227) is the biggest single worthwhile upgrade (worth some five bhp), along with its cold air box, made even better with added ducting to grab extra cold air. A sports exhaust and manifold is worth another 1-2 horses.

The cheapest way for more poke is either a new cam or rolling rocker shaft which achieves pretty much the same thing. They're easier to fit but the head will require minor machining but the camshaft can be replaced in situ.

A.H. Spares has either an M-spec type or its own design (both £480) which is said to provide better low down punch.

When it comes to cylinder heads you can have your own conventionally modified or go the ultimate route with a new A.H. Spares design that's CAD and CNC designed and machined. Not cheap, busting the £3000 barrier in either cast iron or alloy form, but, according to A.H. Spares, just a new head alone lifts a completely standard unit to M power at least with a far better torque curve.

If you intend overhauling the engine, high performance pistons at just over £250 per set (again basically to 8.6:1 M spec) are a must. Boring to 2.7-litres liberates more torque but Murray Scott Nelson has seen this unit stretched to a whopping 3-litres although it's expensive and unnecessary for road or even mild motorsport use, ditto a tougher bottom end (steel crank, harder con rods etc).

NOT SO HAIRY HEALEY...

You can start with a brand new chassis for added stiffness. Costing in excess of £4000, but it's possibly the most worthwhile thing you can do. Healey guru John Chatham believes a few simple upgrades to a good chassis, going back to a bare frame, strengthening the suspension mountings (as per the Works cars), before fitting an uprated front anti-roll bar, and springs transforms the car.

JME Healeys and Murray Scott Nelson advise better dampers and poly bushing (Touring types) but not to lower as they are low enough! And while sophisticated rear end set ups using telescopic dampers are available, they are only necessary for competition use.

The steering is always going to be heavy and if it's too much of a chore then you can either fit a dedicated rack and pinion kit from Rawles Motorsport at £6000 fitted or an electric add on for half this to the existing set up. An overhaul makes a big difference – or add an improved Denis Welch set up which can also include a higher ratio for sharpness. Columns and cams cost less than £300 in standard or high ratio spec. A.H. Spares has its own CNC machined assembly with modern tweaks for under £1500.

Converting to discs is logical and can be done using old 3000 parts, or by spending £1000 on an A.H. Spares kit. But you can beef up standard front drums by fitting Alfin alloy replacements although these cost more than £200 each. Tyres? Murray Scott Nelson says Blockleys suit the car the best.

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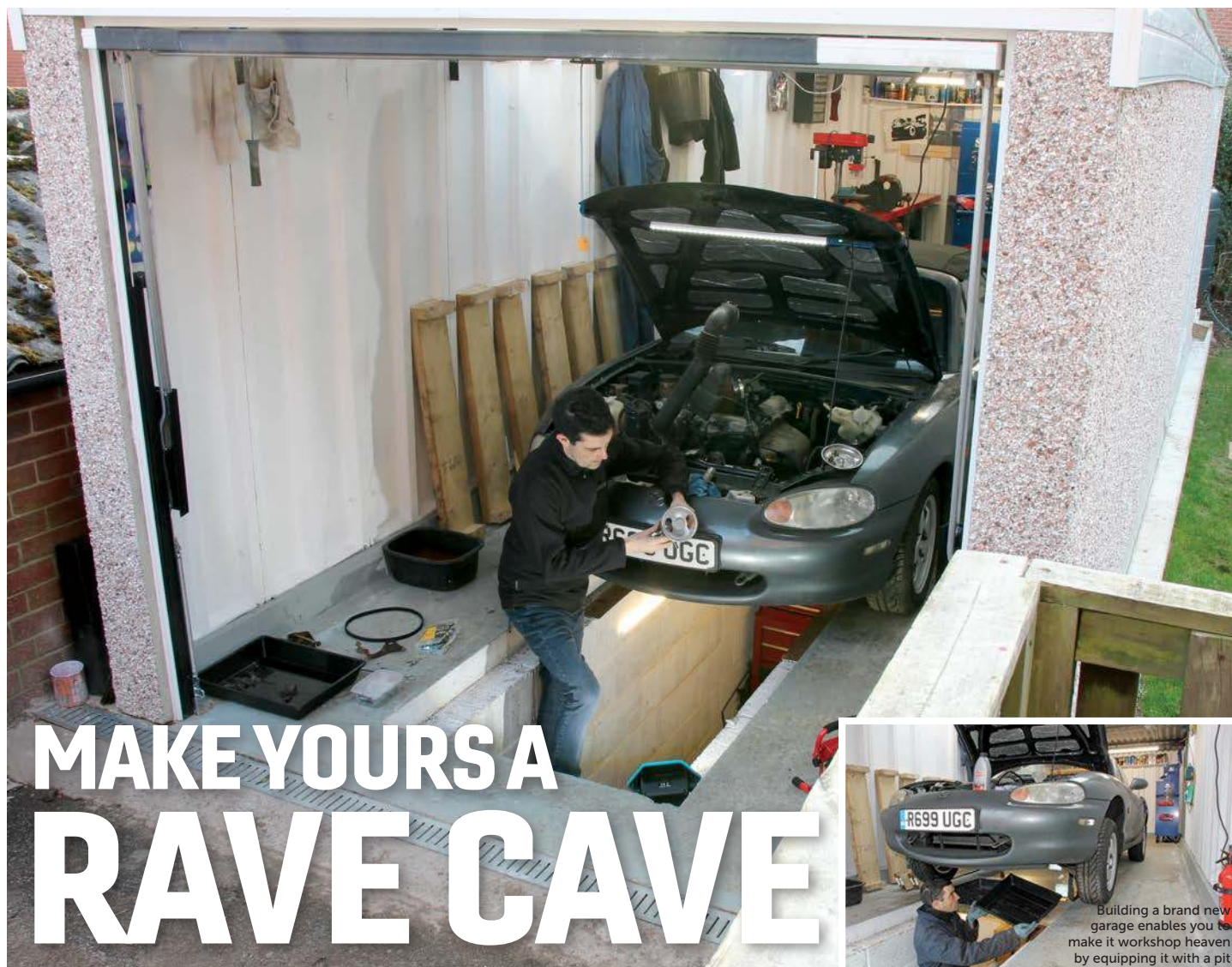
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Building a brand new garage enables you to make it workshop heaven by equipping it with a pit

Is your lock-up a heaven on earth or a junk room from hell? If it's the latter, then make it a late New Year's resolution that you'll keep to and do something about it

Are you happy with your man cave, the garage down the end of the drive? A good, well planned out garage is a joy to behold – too bad that, like so many of us, you're so ashamed of that outhouse every time you open the door! It's our own fault; we devote all our time, money and affection on our classic car(s) yet a lovely lock-up should be integral with the classic car experience. Alas, too many of us hate to spend a penny on the place and use every shortcut going.

It's a false economy and you should view any expense now as a worthwhile investment for years to come.

Do it right and you're sorted for ever!

It's reckoned that less than a quarter of UK motorists use their garages for their intended job but the sheer size and girth of modern motors makes a typical modern family hatchback too big to fit in. Even with a prized classic the trouble is that garages become an inevitable permanent magnet for any junk and spill-overs from the house.

BRUTAL BASIC FIRST STEPS

You must harden your heart. Anything not car-related ideally must be re-housed, perhaps in a new shed, not only to optimise space, but also prevent accidents or damage caused by other members of the family invading your personal space – so, if possible, out goes the freezer, tumble drier, kid's bikes or fishing gear et al... Good luck but you'll be amazed at just how much extra

space you will no doubt liberate by being so ruthless (and not to say unpopular). Remove items off the floor using wall brackets if domestic items have to remain.

A spot of decorating by painting the walls and floors isn't a wasted effort, to make the most of natural light. Grey is probably the best colour for the floor with either Brilliant White or Magnolia for the walls and ceiling because not



Looks unpromising but even a humble lock-up can do the job if portable power packs/generators, rechargeable tools are used



Stuck for space? Carapace (thecarapace.com) provides car storage while old garage can be turned into proper workshop

only does it look bright and smart, but it also reflects light best plus is easy to keep clean or repaint when needed.

Painting the floor helps keep dust down but only use proper garage floor paint for this. If, however, you want the ultimate, then consider special interlocking PVC garage floor tiles. They are very easy to lay and take up, exceptionally clean plus they keep the warmth in. Typically, it costs around £350 to deck out an average single garage and perhaps £650 for a double. A cheaper alternative is the similar but lino type flooring (Costco sells it). Both look really great too, unlike some old flowery carpet which will soon deteriorate and looks shabby plus has to be thrown out if oil leaks on it – which it will.

THE LIGHT SHOW IS FANTASTIC

Once you make the most out of natural light, supplement it with man-made brightness. Fluorescent strip lighting is always popular and not overly dear (*you may find old items at office clear outs-ed*) but these can be uprated with far superior LED alternatives (around £30) which also draw less electricity so are cheaper to run. Mobile lights (and rechargeables) are worth having too. Normally, the domestic 240V mains suffices but adding a consumer unit with trip switches is a safety point at £100 plus fitting by a professional electrician.



You can't have enough shelving as even this one looks a tad overcrowded and items can easily fall off, damaging the car



Look at how much the painted walls contrast and brighten up the normal garage walls and make the most of natural light



Looks a luxury but look at how it keeps the tools in order for instant identification or misplacement. A pegboard suffices

PLAY SAFE AT PLAY TIME

Always work tidily and let someone know where you are. Don't block any doors and always have an 'escape route' if the worst happens. Invest in a smoke detector (around £5) and, as we are dealing with deadly car fumes, a carbon monoxide detector (£20). Add a fire blanket (£10) and a couple of hand-held extinguishers while you're at it.

FITTING OUT YOUR MAN CAVE

Old household furniture looks tempting and we've all used them in the past (and still do) but it's restrictive as it dictates the layout of your garage. In an ideal world you should park your car in the centre of the floor to choose an optimum working position. If possible, draw a chalk line around the vehicle making it a 'no-go' area. Unless your garage is wider than average, the sides should be left clear.

Old cast-off office furniture, such as filing cabinets, is fine and much better than old sideboards while floor-to-ceiling shelving such as the old favourite Dexion is extremely versatile and adaptable, but you can go the whole hog and have a fully professional set-up installed from the likes of Dura and Machine Mart that really makes you proud of your workshop – if you have any money left over from Christmas, that is! Even if you can't afford their stunning

wares, obtain a copy of the numerous catalogues for some inspiration. Talking of which, a dedicated workshop installer (or an interior designer) may, for a reasonable fee, find novel ways of freeing up a lot of extra hidden space you wouldn't even think of liberating and as a result find you enough added room that you may think twice about any garage extension you were half contemplating and so save thousands of pounds in return.

Old furniture (home or office), is rarely strong or adaptable enough for working on major, heavy components such as an engine meaning a good workbench (usually around £50) is a must as it's the centre of any workshop.

Ideally, a bench should be framed with drawers and cupboard space or an open area to store jacks and axle stands.

For this reason a proper professional bench is money well spent. Complement it with a peg-board fixed to the wall so any tools can be neatly stored in order by the bench. With each tool in place, use a permanent marker to draw silhouettes around them so at the end of the working day, you can tell exactly which tool is missing at a glance. Alternatively, you can buy a ready-made for around £40, while fully self-contained cabinets start from around £120. Again, look at it not as an expense but as an investment.



Tool chests will last a lifetime and their mobility is a godsend when working around the car. Classic shows usually throw up some good deals and you often see serviceable old alternatives at autojumbles

UPS AND DOWNS OF GARAGE LIFE

If you have money in the kitty consider adding certain professional touches which will pay you back long term, especially so if you are contemplating major restoration work. A pit is a godsend; once you've had one, you wonder why and how you ever struggled on your back before! MechMate, displayed at numerous car shows, markets a one-piece fibreglass shell that makes under-car work bliss. Breaking up the concrete and digging out the earth is a real back breaker, but costs nothing although a local builder may not charge much. Just be careful of any electric/gas/water/drains that may be unearthed during the excavation.

Can't go down? Then look up! There are a number of reasonably priced two-post electric lifts that run off domestic 240v mains power and make working underneath a car a doddle.

We know of one enthusiast with a high-ceiling garage who installed one to store two classic cars (one up, one down) saving him the cost of building a double garage to accommodate his cars plus has a lift at his disposal. Strongman Tools, of Warcs, markets a two post lift with manual operation for £1550 or £2200 for the electric-powered alternative.

If a lift is a bit too much for you, then consider some of the 'super' jacks and ramps that are available from the likes of CJ Autos and Restoration Ramps. There are certain types that you drive on and it raises the entire car by a useful amount for added work space and the next best thing to a proper working pit and lift, like the Strongman 'Chepstow' 2.8 ton mobile scissor lift at £1650. Specialist axle stands, ramps, lifts and body rollers can do the same job at less cost.

We've had a body roller for years. Marketed by CJ Autos (01706 367 649), it works a treat. In fact in certain respects it's better than a pit or ramp as it allows working at a normal height; the only problem is the space needed (at least 2.5 metres) to enable the roller (which can be powered) to turn the cradle on its side.



Engine hoists are extremely useful but take up space and money so for similar irregular use tools why not hire instead?

"Any outlay lavished on the garage is part of the whole classic car experience and an investment"



A lift not only provides unbeatable working access but as you can see it also doubles parking space if you have the height



A stout jack and axle stands are the bare minimum for any enthusiast intending DIY work. Never rely on just car's jack!

GEN UP ON GARAGES

Sounds an extravagance but tearing down the old garage for a purpose-built new replacement is actually quite sensible as it allows you start from scratch as opposed to suffering with a compromise and may well enhance your property's value at the same time. There are some fantastic modern designs and styles in steel and fibreglass. Check out hansonsteelbuildings.co.uk for instance where a typical, good sized 'double' costs around £7000 erected.

Pre-fabs, don't boast the benefits of a proper brick outhouse, but so long as you have the land for a concrete base, then you can buy one as a flat pack for a couple of thousand pounds. Add some light (even an extension lead from the house as and when required will suffice) and you've really have something to work from. Bear in mind though that before you even think about constructing a permanent garage, you must consult your local authorities for approval and possible planning permission.

If that's a non starter, a carport is one alternative. These are much cheaper than a full-blown lock up (typically starting at around £800-£1000) and provide much needed shelter although you will still be at the mercy of the elements.

Another solution, if there's no room to expand, is to use the garage just for car storage and have a spacious shed or workshop built – prices start from £2995



New from Machinemart is Clark's portable LED worklight that's also a powerbank, lasting up to two hours, all for under £25



Painting the garage floor makes it look professional plus keeps dirt and dust down. Ultimate though are floor tiles or matting

for 10x6 foot shed and £3750 for a 10x8'6" workshop.

A temporary garage is nothing to be ashamed of. There are some innovative designs on the market, ideal for short term storage, such as the winter and what's more don't require planning permission. They start with glorified 'super tents' and go all the way to stylish GRP shells, all with their own flooring.

For as little as £400 Hamilton Classics markets Auto Pod; a fully-enclosed outdoor shelter made of a lightweight fabric which is both weather and UV resistant with vents to allow air to circulate and inhibit condensation. The large zipped door provides access, and there are also three smaller doors. The size of 7.3m x 3.5m is enough for most classics and while they aren't really suitable for major repair work make for passable workshops for lighter DIY stuff.

Another alternative is Carapace (see pic) a semi portable GRP shell which doesn't look an eyesore and is available in assorted colours. Sealed covers along the lines of a Carcoon, Auto Storm (autopyjama.co.uk) PermaBag or Cair O Port, not only protects your classic but also provides a conditioned atmosphere to ward off the ravages of winter.

Machine Mart has a great range of portable garages at good prices – but we're going one better and will be giving away one – stay tuned for more details!

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PORSCHE 914

MIDDLE CLASS



Part Porsche, part Volkswagen, the 914 might not have been a sales success due to lack of pedigree and pace but as the father to the Boxster it's desirable today, says Chris Randall

At the beginning of the 1970s British buyers after a two-seater sports car could choose from favourites such as the Triumph Spitfire and MGB, but if they fancied something a little more exotic there was the car you see here.

It was intended to provide Porsche with a replacement for the 912, and VW with a model to replace the stylish Karmann Ghia, and was the result of an agreement between Ferry Porsche and then Volkswagen director, Heinrich Nordhoff.

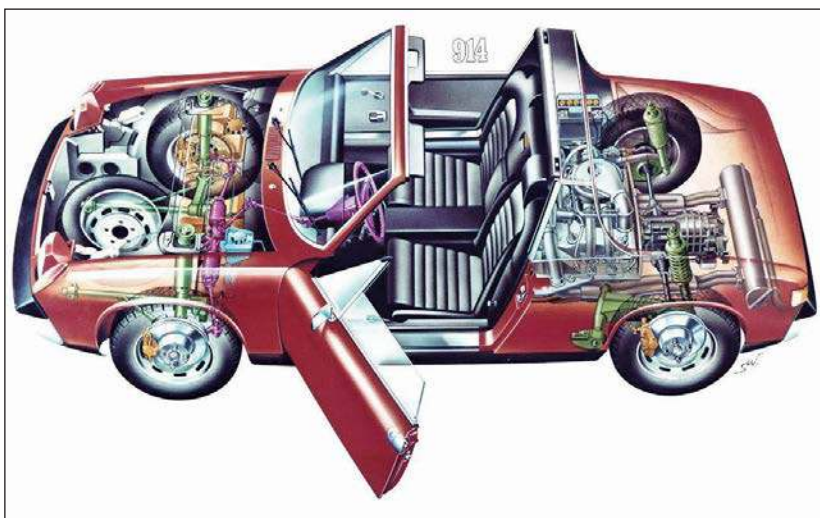
That it was little more than a 'gentleman's agreement' would later be the cause of some tension and the possibility that the car would never see the light of day; Nordhoff passed away in 1968 and his successor, Dr Kurt Lotz, was rather less keen on the project and its production arrangements. But with the issue resolved, the 914 was launched at the 1969 Frankfurt Motor Show. The design work had been led by Porsche and their stylist, Heinrich Klie, and the new model was to be available in two distinct forms – the 914/4 with a VW engine and the 914/6 with a Porsche unit. The former was the 1.7-litre flat-four borrowed from the 411E, and with Bosch fuel-injection it produced a modest 79bhp which translated into a top speed of just over 100mph and a 0-60mph time of around fourteen seconds. For those after more punch the 2.0-litre flat-six was borrowed from the Porsche 911T, the triple-carb motor managing a useful 108bhp which meant a 0-60mph time of less than nine seconds. Both engines drove through a five-speed manual gearbox, although there was also the option of Porsche's four-speed 'Sportomatic' clutch-less manual.

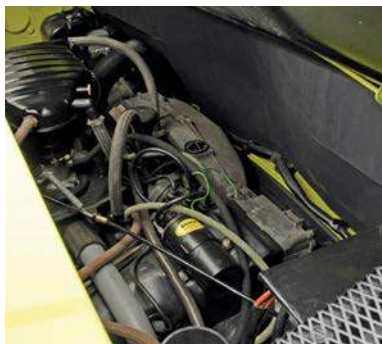
It was a simple enough range, then, which contrasted with the rather more complicated

production process which involved bodies being constructed by specialist, Karmann, with four-cylinder cars then assembled by VW at Wolfsburg and six-cylinder models put together at Zuffenhausen. And that wasn't the only difference, with 914s sold in North America being badged as Porsches (distancing them from the VW connection) while for the Rest of the World markets it was sold as the VW-Porsche. It wasn't exactly straightforward, then, and perhaps partially explains why the model was never quite the sales success

that such an accomplished recipe deserved; around 115,000 four-cylinder cars were made, a large number being exported to the US, while only around 3300 six-cylinder models left the Porsche factory.

And then there was the price. Only a relative handful were officially imported to the UK, the cheapest being the 914/4 at £2261 while the 914/6 cost a whopping £3475 – second-hand 911 money – that's dearer than a similar in concept Lotus Europa and not far short of a new E-type, and when you consider that the Triumph or





MG mentioned earlier cost less than £1500 you can see how few British buyers would have been tempted. Which would have been rather a shame as the compact two-seater had plenty to offer.

For one thing, it arguably looked the part thanks to tidy proportions and the sleek, pop-up headlight nose, and it was well put together. The cabin might have been a bit austere with its sea of black vinyl but buyers would certainly have appreciated the sound driving position and solid build quality, and it was decently spacious, too. Okay, so the optional centre seat cushion that was intended to make it a three-seater didn't really work, but at least there was a useful amount of luggage space in the nose and tail.

And the 914 handled really well, too, the mid-engine layout

endowing it with almost ideal weight distribution (certainly an improvement over the tail-heavy 911 reckoned Porsche engineers). With accurate ZF rack and pinion steering and independent suspension that combined struts and torsion bar springs up front and coil springs at the rear, drivers could certainly make the most of the performance on offer. Disc brakes all round added further confidence, and with a kerb weight of little more than 900kg (opting for the six-cylinder engine added 40kg) the 914 would attack a twisty road in enjoyably agile fashion. And for those in less of a hurry it only took a moment to take advantage of the removable glass-fibre roof panel, cruising to the accompaniment of the pleasing air-cooled burble.

Over the following years the neatly-styled sports car would

receive a number of updates, many of which centred on the cosmetics and improvements to trim and equipment levels. However, the mechanicals would come in for more wide-ranging revisions, the 914 adopting a 2.0-litre four-cylinder engine for the 1973 model year, followed a year later by a 1.8-litre unit. But none of the changes would save it from the corporate axe, and with Porsche readying its new entry-level model in the shape of the 924 production of the two-seater ended in 1976. Fast forward to today and it shouldn't prove too difficult to secure a good example. There's a reasonable number for sale in the UK at any one time, although richer pickings can be found if you widen your search to Europe – not a problem given that all 914s were left-hand drive. As for prices, you can expect to pay somewhere in the region of £15,000 for a good example with Porsche's flat-six engine, with four-cylinder cars fetching £3000-4000 less. You can double those values for a car in excellent condition, but given that's still an awful lot less than you'd pay for that other air-cooled car with a Porsche badge we can't help thinking that it represents a rather alluring proposition.

Why we love them

Half a century on the 914 packs a real feeling of sophistication to the design (that Fiat emulated with its X1/9). Thanks to the mid-engine layout, which is much more predictable than the rear-engined 911, 914s handle so well that factory engineers recorded superior cornering powers over the 911 because it boasted a better basic design... True, VW-powered ones are slouches but the last-of-the-line 2-litre isn't and all featured five-speed gearboxes. The central roof section was a winner and, combined with generous luggage space, makes the 914 an ideal tourer.

A retrospective look by Supercar Classics in 1990, concluded that the 914 undeservedly received a bad press, and called it a Teutonic X1/9. "The 914/6 could have gone on to become a great car... had the 914 subsequently received as much development as the 911." It might not have been the runaway success that either VW or Porsche envisaged, but it would be a satisfyingly left field choice today.



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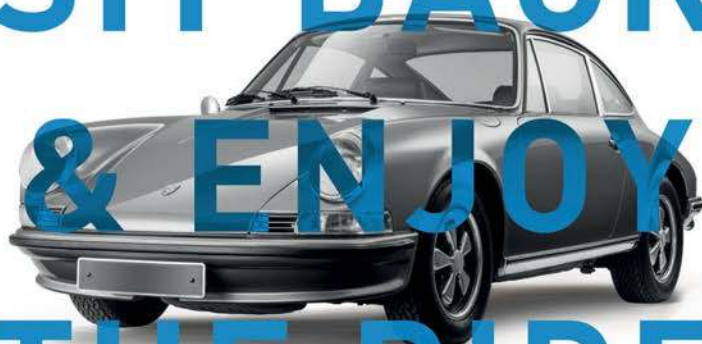
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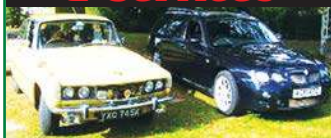
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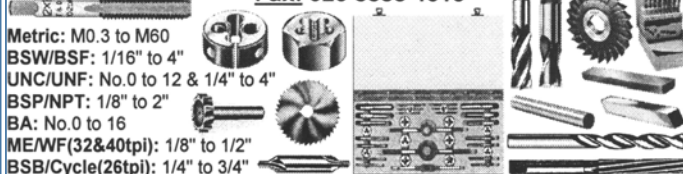
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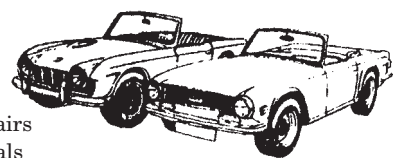
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A long road ahead for JW and limited edition Audi TT quattro sport?

Jeremy Walton's bargain basement BMW Z3 served him well enough for literally pennies, but the lure of a proper trade in deal for a limited edition Audi TT quattro sport saw our man buy his first Audi. Why? It's best that JW explains that one...

I long-listed Audi's first TT (1996-2006) for years as a potential buy, right back to when I bought a Lotus Elise and then I sold in 2015 via a DVCA auction.

A couple of years passed before I was unexpectedly offered a remarkably cheap BMW Z3, an Individual build model with the 2-litre six-cylinder engine. I kept the BMW – one of the best buys on a price-versus low cost accessibility and fun I have ever experienced – until it was time for its 2019 MoT.

To my surprise, 'Zed' passed the test without comment. Pleased, I thought I might do a second year with it as my ownership had mainly featured my cheap labour reviving the soft top in black, professional assistance in uprating BMW

Individual leather and refurbishing a pair of the Style 32 front alloys.

THEN I PUT THE Z3 UP ON A RAMP

The professional who had helped me buy the Z3, monitored that thorough inspection. The estimates for repairs to motor oil and power steering hydraulic leaks, plus the inevitable growth in corrosion, amounted to a death sentence. Faults that had surged in my ownership easily surpassed what I had paid – a paltry £1000 – and must be a common occurrence with many modern classics.

So my black Bimmer was no longer valid, but because the cosmetics had improved radically during my tenure, I decided to try my luck on a dealer trade-in. I searched for an Audi TT again,

but not a straightforward cheapie that has become so affordable. To regain some of the driving pleasure I had found in Lotus Land—and to retain or improve on value through long-term ownership – I targeted the limited edition TT quattro sport of 2005-6 vintage.

WHAT'S SO SPECIAL ABOUT THAT?

A quattro sport edition TT offers a stronger identity, especially in the Recaro Pole Position race-seats that I selected, rather than optional Comfort [production] seating. Weight saving moves aft of the racy seats includes the deletion of cushioned back seat, a hidden harmonic damper, parcel shelf and spare wheel. That left space for a self-conscious designer rear strut brace to be added, stiffening body torsional strength along with the production steel braces in the engine bay.

I fancied an uncommon vehicle that I could improve, which retained its value and delivered a taste of higher performance. This 1.8 litre TT's 0-60mph in 5.7 seconds and a 155mph max are not embarrassing. Factually this first series TT compares with today's TT TFSi. The only numbers loss in the older TT is 32mpg on a run, whereas the current TFSi reports a diesel -like 40mpg.

Like my Elise Sport 135, the quattro sport featured a noble attempt to reduce weight [officially minus 75kg/165 lbs.], but it is still a fatty



TT quattro sport identified by duotone paint, unique 18-inch wheels and aero package



1.8 litres, four-cylinders and topped by 20-valve head, all modestly uprated it's a bit of a goer says Jeremy



Special sports seats are prime attraction in motion, difficult to exit in confined areas. Alcantara leather for steering wheel, handbrake and gear lever

compared with any Elise at 1460 kg with air conditioning installed. Audi also simply engineered a moderate (15bhp or so) horsepower boost from the turbocharged 1781cc, 20-valve, five-valves per cylinder four pot for a mild but more than ample 240bhp.

Clothed in the 3.2 TT's body kit, the battery was moved into the hatchback's boot for optimum weight balance plus there was a tauter suspension care of sport quattro springs, firmer dampers with a lower ride height. Externally, a set of 15-spoke 18-inch cast aluminium wheels (which are half inch wider than standard at the rear) and small 'eyebrow' wheel arch extensions plus a matt black finish for the twin tailpipes all give onlookers a clue that this is no ordinary TT.

The duotone paint is in Phantom Black Pearl black/Avus silver combination for my Coupé; note that this sport derivative was never available as a convertible. Alcantara leather part trims that pair of competition-orientated Recaros, steering wheel rim, plus a grey suedette handbrake and gear knob trim, all accompanied by a quattro sport badge within the usual style-conscious TT cabin.

Assembled in Hungary, the quattro sport run-out edition was a comparatively low production item, just 800 delivered to RHD UK, circa 550 listed as taxed today. Any TT is not a 'proper' quattro, for it mechanically shares most with VW group front drive performers, utilising Haldex plates to add 4x4 rear drive to the transverse engine location. Yet TT quattros are much more affordable than the original five-cylinder coupés that established the valuable 1980 quattro brand, which featured totally different 4x4



Front carries small quattro badge and aero kit from TT 3.2 V6

aligned to North-South inline motors. A layout that is preserved on the highest performance and price quattros to this day – excepting the range-leading mid-motor R8, of course.

During 2005, a TT quattro sport cost £29,360 (equating to £45,000+ now). Today, I found most such TTs bunched between £6500 eBay 100,000-milers and £12,500 for tastier sub-60,000mile dealer offerings. Following multiple online searches, I targeted a TT sport listed at £8790 by Portfield Car Sales in Christchurch. Fortunately, a trusted Guild of Motoring Writers colleague, Chris Adamson, lives locally to Portfield. Chris kindly inspected this Audi to see if it was worth my south coast journey. TT passed, with some pertinent Adamson reservations on interior condition at 85,400 displayed miles. Portfield then reduced the asking price to £7490. I drove south with my 142,000 mile BMW and understood Adamson's conscientious reservations.

Cosmetically, the Audi's exterior and engine bay were excellent, only fitment of a different brand rear tyre to the rest of the set a black mark on previous ownership maintenance standards. I was also not enamoured by the soiled and worn Alcantara steering wheel rim. Although the TT had two vital remote ignition keys, service records were patchy and there was not even an owner, service or radio manual or booklet present let alone correct...

It was obvious this Audi had stood for some months, but then my leggy BMW was hardly a forecourt attraction either. A little haggling saw the BMW on a modest profit over its 2018 purchase price, leaving £6240 to pay. The dealer



New arrival at the Walton yard: so far so good!

also agreed to supply and fit a matching Pirelli high performance tyre to the rear, offering receipted service for air conditioning refill, Haldex 4x4 clutch oil and filter change (most import this), with a replacement cambelt (ditto) and three month's warranty.

Sorting out some scruffy cockpit detailing myself, professional attention to air con and brakes were minor snags compared with my previous vehicles. I have covered less than 1000 TT miles, but am a lot happier than expected from such a lack of paperwork. So far, the bills have been predictable: the air conditioning needed fixing properly with a replacement compressor. I spotted that one brake calliper was not the original red finish: that hid misaligned and damaged brake pads. Including the dealer's warranty contribution to the air conditioning renovation – and a minor bill for new rear pads – this TT has yet to exceed £400 in bills, which is not bad at all for such a paperless gamble.

Let's hope my luck holds, because the driving enjoyment with an exhilarating 'whoosh' from the turbo and more grip than my recent classic/modern classic buys is rewarding... And I still admire the clean cut appearance.

I hope it'll prove an appreciating keeper!



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